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MARRIAGES.

On the 12th April, at Yokohama, MADELEINE, daughter of JOHN TUDOR RICHARDS, of Gardiner, Maine, U.S., to H. V. HENSON, of Yokohama.

On the 27th April, at Kediri (Java), P. A. VAN DE STADT, office for Chinese affairs in Rembang (Java), to M. C. E. KETJEN.

DEATHS.

At Tokyo, on the 11th April, EDUARDO CHIASSONE, aged 65 years.

At Chemulpo, Korea, on the 16th April, Dr. E. B. LANDIS, of the English Church Mission.

At the Shanghai General Hospital, on the 24th April, JOSE M. SQUEIRES, fourth son of Nortberto and Clotilde NUNES SQUEIRES, aged 22 years.

ARRIVALS OF MAIIS.

The French mail of the 25th March arrived, per M. M. steamer *Laos*, on the 24th April (30 days); and the English mail of the 1st April arrived, per P. & O. steamer *Bengal*, on the 28th April (27 days).

EPITOME OF THE WEEK.

The Shanghai Volunteer Corps was inspected on the 21st April by Major Close, R.A.

There has been a strong freshet at Wuchow. The river rose 30ft. in twenty-four hours.

Mr. Lillie, recently banished from Bangkok, was a through passenger from Saigon to Europe by a recent French mail boat.

It is reported that a duty of 10 cents gold upon tea will be among the methods to be resorted to by the American Cabinet to meet war expenses.

A special telegram to the *Daily Press* states that Mat Salleh, the Borneo rebel chief, who has of late been giving a good deal of trouble, has submitted.

At the annual meeting of the China Association Sir William Des Voeux was elected President for the ensuing year and Mr. W. Keswick Chairman.

M. Dautremer, French Consul at Hankow, has, the *N. C. Daily News* says, withdrawn his proposed suit against the claimants of land on his concession there.

The treaty signed between Japan and Siam is said to be on an unequal basis. Japan is ranked as a European Power, and retains extraterritoriality, which privilege Siam does not obtain in Japan.

Mr. von Loeper, German Consul, at Hongkong and Mrs. von Loeper left by the N. D. L. steamer *Prinz Heinrich* on 27th April. Mr. von Loeper has been transferred to Valparaiso and is on his way to take up his new appointment.

At a committee meeting held on the 15th April the Yokohama Chamber of Commerce, with the object of examining into the position of foreigners in Japan under the new Treaties, decided to form an International Committee consisting of four members of each nationality represented in the Chamber, with power to add to their number.

Mr. George Jamieson, C.M.G., British Consul-General at Shanghai and Commercial Attaché, is a passenger homeward by the *Verona* on six months' leave, with his two unmarried daughters. Very genuine regret, the *N. C. Daily News* says, is universally felt that Mr. Jamieson's health should have broken down so soon after his return from England, and it is hoped that he will come back before the winter thoroughly restored.—It is reported that Mr. Brennan will be transferred from Canton to take Mr. Jamieson's place at Shanghai.

The different provincial mints apparently issue dollars which are not accepted except at a discount; consequently confusion is worse confounded. We recently tendered a Peiyang Arseual dollar at the Imperial Chinese Post and it was refused at its full value. If an Imperial establishment will not accept these dollars, there is no wonder that the people will only take them at a discount. It is time the Peking Government ordered all native coined dollars to be of equal value so that they can be taken without discount all over the country.—Union.

The chief topic of interest during the past week has been the war between Spain and the United States. The *Government Gazette* of the 23rd April contained the Acting Governor's proclamation of neutrality, to which, we understand, exception was taken by the United States authorities on the ground that war had not at that time been declared. The United States vessels *Boston*, *Concord*, *Petrel*, and *Hugh McCulloch*, with the store ships *Zafiro* and *Nanshan*, left the harbour for Mirs Bay on Sunday, and on Monday were joined by the *Olympia* (flag-ship), *Baltimore*, and *Raleigh*. On Monday Congress passed a resolution to the effect that a state of war had existed since the 21st April inclusive and the President's proclamation, dated the 26th, was received by telegram on Wednesday, 27th. The same afternoon the squadron left Mirs Bay for Manila, with instructions to capture the Spanish fleet and take Manila. One of the insurgent chiefs named Alijandrini accompanied the fleet to take charge of the insurrectionary forces, with strict instructions that no barbarous or inhuman war is to be made.

A Peking telegram of the 14th April, published in the Japanese vernacular press, states that the British Government, being anxious to extend its territory at Kowloon, opposite Hongkong, so as to include the hills in the rear with a view to strengthening the defence of Hongkong, the Chinese Government has acquiesced. This understanding will be carried into effect as soon as France takes possession of Kwang-chau Bay.

Mr. Horace N. Allen, the United States Consul-General at Seoul, in a report on communication with Korea, dated 28th January last, says:—There is now at Chemulpo a large sailing vessel direct from Washington with 1,250,000 feet of American timber for the use of the Seoul-Chemulpo Railroad, which is being built by Americans. This vessel, the *Honolulu*, built in Glasgow, owned in San Francisco; but flying the Hawaiian flag, is a four-masted schooner with steam apparatus for hoisting the sails and working the winches. She is the second vessel to come from America direct to Korea since the country was opened in 1882. It was with some difficulty, I am told, that such a vessel was obtained for this voyage, as, the Korean coast not being lighted, the venture was considered too hazardous. The captain of the *Honolulu* brought his ship to the anchorage at Chemulpo without a pilot or other assistance, and says that schooners will prove to be much better for navigating Korean waters than vessels of other rig. The voyage consumed eighty-five days, owing to head winds and calms on the Pacific. This information may be of interest to those who contemplate a shipping trade with Korea.

The *Straits Times* is publishing an account of the insurrection in the district of Bolinao, in the early part of March, compiled from the diary of an eye-witness of the incidents which led to the blockade for seven days of the cable station of Bolinao, belonging to the Eastern Extension Telegraph Company. Only the first portion has yet appeared. The following occurs under date of 8th March, 1 p.m.:—“The cable company's superintendent had made known his situation to the Manager in Hongkong, by whom the Commodore and Governor were kept informed; and the former had been appealed to send a gunboat for the relief of the station. To-day the depressing information reached the besieged party that the Commodore in Hongkong considered, as the rebels were friendly to them, they were in no immediate danger, could abandon the station and throw themselves on the mercy of the rebels, there was no necessity to send a British man-of-war to their aid! This was most disheartening and the news was not conveyed to the corporal or to the Government Telegraph officer then taking refuge in the station. The three cable officers agreed then to hold their ground at all risks, and all clung to the hope that help from Manila might come.” Under date of 10th March, 4 p.m., the following occurs:—“Hongkong informed the beleaguered party that after considerable pressure from the representatives of the Telegraph Co., the Commodore had obtained the Admiral's approval for H.M.S. *Edgar* to leave in the morning for their relief. The situation was getting very critical; the rebels were increasing round the station; and a strong appeal was made by the cable to Hongkong to send off the ship at once.”

WEIHAIWEI.

Our Tientsin correspondent's information on the subject of Weihaiwei, which we publish in another column, is well worthy of the attention of Hongkong readers in general and of the Naval Authorities in particular. The Imperial Government in acquiring the lease of the Northern naval stronghold has made no secret of its object: there is no *arrière pensée* of developing a great commercial emporium such as the German Government hopes to establish at Kiauchau, nor is there any thought of making on the mainland a great railway depot such as the Russians hope to see at Talienvan. Mr. BALFOUR in his important statement frankly confessed that the Government had acquired Weihai simply and solely as a coign of vantage from which to watch and if necessary to check the aggression of Russia.

As a harbour and naval depot Weihai is actually in almost every respect equal to Port Arthur; potentially it is far superior; it is better situated, being closer to the entrance to the Gulf of Pechili and to the established trade routes; it is far more commodious and more accessible in all weathers; is infinitely healthier, and if submarine mining be taken into account can be rendered less pregnable than its rival across the Liautau Strait. Its more obvious demerits are bad drinking water, the complete absence of basins and dry docks, and an insufficient depth of water under certain conditions of weather and tide for ships of the deepest draught. Happily these are all remediable. For years Her Majesty's ships in North China have obtained their potable water by distillation; the presence of a few large condensers with an abundant coal supply will overcome the first difficulty. A parliamentary grant will soon remedy the second; suicidal parsimony alone prevented the Chinese Government from making a basin and dock during the years 1888-94. There are no topographical or geological difficulties as at Port Arthur, where the dock collapsed more than once during skilled construction, and where even now there is no sense of security from similar disaster. Of the deepening of the narrow western entrance we cannot speak with confidence as we do not know the nature of the bottom, but we have no hesitation in saying it will be well within the art of the hydraulic engineer. It is only in the long swell which follows a strong easterly gale that there is any difficulty, and then only to vessels of the very deepest draught. It will be remembered that the Chinese battleship *Chen Yuen* in going in on the last occasion lost her steering way, was caught at the stern by the tide, and swung round so as to graze a reef and spring a few of her plates. The fatal absence of repairing facilities rendered her all but useless in the subsequent defence against the Japanese; she is now one of the finest vessels in the Japanese navy.

Our correspondent refers to the doubt felt as to the administration of the new possession or "lease." We are of opinion that it should be under the joint control of the Foreign Office and Admiralty or of the Admiralty alone. The Colonial Office has far too much on its hands already; the rapid succession of crises and the somewhat strenuous duty which has fallen to it during the last two years have lessened its zeal to undertake more work. We imagine that as Weihai has been taken over primarily to meet naval exigencies, its administration will be chiefly in the hands of the Navy. In such case, in the absence of

the Vice-Admiral, we presume the Rear-Admiral of the station will be in command. We can only utter one word of caution and entreaty; let the administration be entirely British. In the mainland zone—for we presume the cession includes the country in which the commanding forts are located—and in the island of Liukungtau there is a considerable native population, some ten or twelve thousand souls. It will have to be clearly understood how these people are to be ruled. Regulations if not laws will have to be drafted on their behalf, and courts analogous to our own or to the Mixed Court in Shanghai established to decide the numerous cases in which East meets West. We have no doubt whatever that as we have pledged ourselves to give facilities for Chinese war ships and to favour Chinese naval education Peking will endeavour to establish a hybrid Government, that it will implore that Chinese law be allowed to run; and will generally try to minimize British administration. We earnestly trust that Sir CLAUDE MACDONALD will inspire the Foreign Office to forbid, once and for all, anything of the sort. Let there be no half measures, no compromise in a matter which admits of none. If the administration is to be worth anything and if we really desire to make the place a naval base worthy of the name, the administration must be as exclusively British as that of Portsmouth or Hongkong. We hope on another occasion to refer to the possible effect the new possession will have on our local interests.

THE SPANISH-AMERICAN WAR
AND THE FUTURE OF THE
PHILIPPINES.

A resolution of Congress has been necessary to declare the existence of a state of war between the United States and Spain. It was expected that the declaration would have come from the Spanish side, and the policy of the States was directed to bring that about, but Spain has declined the invitation and left it to the States to take up formally as well as practically the position of aggressors. The aggression is a justifiable one and English sympathy will naturally be with our American consuls. Spain has been unable herself to restore order in Cuba, and the preservation of neutrality imposed on the United States, with their extensive seaboard, a difficult task in the prevention of filibustering expeditions. The whole coast had to be closely policed with cruisers, at considerable cost to the State and annoyance to legitimate trade, and as there appeared no prospect of immediate finality to the war without outside interference the States have stepped in to restore order themselves. In doing so they have the double justification of self-interest and sympathy with the wrongs of the Cubans.

The war will probably be short and decisive. With rebellions in progress both in Cuba and the Philippines Spain cannot hope to make good her defence in either of those colonies after her navy has been destroyed, and she could not possibly act on the offensive against America with any prospect of success. Even assuming that she were able to sweep the American mercantile marine off the seas, the States would be well able to stand the loss for the time being and in the long run would make Spain pay a heavy bill for damages. There can be no idea of Spain striking any effective blow at the States on American soil, and when she has lost Cuba and the Philippines she will have nothing left to fight for and the war will presumably come to an end. Possibly the

Spanish navy may be able to keep the sea longer than is anticipated, but at most it is only a question of time, for America can increase her navy, should it be necessary, at a much more rapid rate than Spain and acquire such a preponderance of strength as cannot fail to ensure victory. America has unbounded wealth at her back; the financial resources of Spain are almost exhausted.

Spanish colonial rule has proved a lamentable failure and no regret can be felt at its downfall. The question of interest is, what will take its place? In Cuba no doubt a republic will be set up, for the States have disclaimed any wish to annex the island. Possibly annexation may be forced upon them ultimately should the native republic prove a failure, but there appears no reason why the Cubans should not prove themselves as capable of self-government as the South American republics that were formerly under Spanish rule. With regard to the Philippines the question is not so simple. The native race appears to be considerably more advanced in civilisation and intellectual attainments than was until recently supposed, and might, if it were given a chance, prove itself capable of self-government; but with the large foreign interests existing in the islands it can hardly be expected that the Powers concerned should consent to the complete withdrawal of Western influence and control from the administration. The States, however, are not prepared to assume the government themselves, though that would be the most satisfactory solution of the question. Mention has been made of an alleged lien held by England upon Manila arising out of the non-payment of the indemnity for the ransom of the city after its capture by the English in 1762, but it is also said that payment of the amount due under the agreement made at that time was formally waived by the British Government some twenty-seven years ago. However that may be, the question possesses no practical importance now. It must be assumed that as between nations there is a constructive though not actual statute of limitations which would bar the setting up of antiquated claims that have not been kept alive in the meantime.

Whether formally waived or not, the British claim of 1762 has been practically waived, and if Great Britain now appears in the question of the future government of the Philippines it will be by virtue of her present commercial interests in the islands and, possibly, by the invitation of the United States. A not improbable settlement is the setting up of a native administration under the joint control of the United States and Great Britain modelled on the control exercised in Samoa by Great Britain, the United States, and Germany. At the Samoan conference held at Berlin in 1889, at which Great Britain, Germany, and the United States were represented, an Act was signed guaranteeing the neutrality of the islands, in which the citizens of the three signatory Powers have equal rights of residence, trade, and personal protection. The three Powers recognise the independence of the Samoan Government and the free rights of the natives to choose the form of government according to their own laws and customs. A Supreme Court is established to which are referred all civil suits in which foreigners are concerned either as plaintiffs or defendants, while criminal prosecutions against foreigners come under consular jurisdiction. A similar arrangement would perhaps not be ill-adapted to the Philippines.

TAXATION OF FOREIGN TRADE IN CHINA.

The annual report of the China Association makes cordial acknowledgment of Sir CLAUDE MACDONALD's success in securing the issue of proclamations by the Governors of Kwangtung and Kwangsi enjoining respect for transit passes in those provinces, but "the Committee felt impelled to protest against the right of terminal taxation which the proclamations assume. It is not disguised that the Board of Trade gave away the case in 1868, and that their ruling has weighed on British officials in China ever since; but it is maintained that that ruling is opposed to the intention of the Treaties, and is pregnant with danger to the interests of commerce. . . . The Canton Authorities contributed opportunely to illustrate the force of the Association's contention by presuming to exact on kerosine a terminal tax at the starting end. As Sir CLAUDE MACDONALD shows in a despatch which the Foreign Office have courteously communicated, such a tax would be nothing less than an addition to the import duty; and the demand for an indemnity of \$10,000—which has since been paid—was accompanied by a warning that any repetition of the offence would entail refusal by H.M.'s Government to tolerate additional taxation of any kind beyond the treaty dues." In the appendix is printed a long and extremely able and interesting memorandum on lekin by Mr. R. S. GUNDRY, the Hon. Secretary of the Association, which was submitted to the Foreign Office, and for which the Marquess of SALISBURY conveyed his thanks in rather handsome terms. The memorandum traces the origin of lekin, quotes the various provisions of the treaties with reference to the taxation of British goods, and explains how the stipulation that payment of import duty and transit dues should free goods from all further charges was overthrown. The Mandarins claimed to impose what additional taxes they chose, directly the goods passed out of foreigners' hands at the port of entry, or became separated from the transit pass on arrival at their destination. This claim was admitted by the Board of Trade in its celebrated ruling that when once the goods have passed out of the foreigners' hands "they must take their chance in common with native goods, and bear whatever impositions the rapacity or necessities of Chinese administration may inflict." An explanation, Mr. GUNDRY says, may perhaps be found in the circumstances of the day. Mr. BURLINGAME had just been commissioned to plead the cause of China, and Mr. JOHN BRIGHT was President of the Board of Trade. The sympathies of Mr. BRIGHT with China and the glamour caused by Mr. BURLINGAME's mission are referred to in detail, the subsequent history of the lekin controversy is given, and the present position is clearly analysed. "The true remedy for lekin," Mr. GUNDRY concludes, "is railways. Goods trains cannot be stopped and their contents overhauled and taxed at every barrier a mandarin and his satellites choose to set up. But railways are not yet; and merchants interested in developing the commerce of China may be pardoned for impatience at the abandonment of checks which Lord ELGIN thoughtfully imposed." In the covering despatch to the Foreign Office the Committee of the Association say:—"The attitude of leniency which was adopted in 1868 was inspired by a mistaken belief that, if pressure were suspended,

"China would move alone. It is scarcely an exaggeration to say that she has, instead, gone back on every promise she has made; and the Committee venture to suggest that the time has come when it might be fittingly said to her:—' You having been given ample opportunity and having neglected it, we must return to a strict interpretation of the Treaty and resume the attitude which you have proved by your conduct that we abandoned under a mistake.' "

The unfortunate recognition of the squeeze system—as unfortunate for China herself as for the merchants engaged in the foreign trade—ought certainly to be withdrawn, and Mr. GUNDRY by his exhaustive memorandum on the subject has laid the mercantile communities of the Far East under a heavy obligation. But in the present circumstances it would hardly be possible to revert to the exact position contemplated when the treaty was signed, in so far as it limited the taxation of foreign goods to 7½ per cent. all told. The merchants have, indeed, already expressed themselves as willing to submit to some increase in the fixed rate, provided the goods were thereby freed from all further levies. There would probably be no objection even to octroi if any confidence could be entertained in the honest administration of such a system. Octroi still exists in some European countries and in our own Indian empire, and the dues on merchandise imposed by the Foreign Municipality of Shanghai are in the nature of an octroi charge. Such levies, however, could not be safely recognised under native administration in China, as they would infallibly be used for other purposes than those for which they were nominally intended, as is actually the case with the tsoli tax, concerning which Mr. J. W. JAMIESON, in his Wuchow consular report asks:—"Is not a tax the increment of which is merely intended to increase the provincial revenue as a whole, instead of being, as the name is supposed to imply, devoted to the purely local needs of the district where it is levied, an increased import duty?" Local levies on foreign goods in China ought therefore to be regarded as entirely inadmissible and every effort ought to be made to secure their abolition, the import duty being increased if necessary to compensate the Imperial and local Governments for possible loss of revenue; though there probably would be no loss, as the increase of trade that would follow the abolition of the squeeze system might more than make up for the amount now raised by squeezes. If the lekin and other local charges on foreign trade were everywhere placed under the control of the Foreign Customs, as is about to be done in certain of the Yangtsze provinces, the objection of dishonest administration would disappear, but the principle of one payment freeing goods throughout the whole empire should still be urged on grounds of convenience and economy in collection and payment. Whether, in the event of such an arrangement being arrived at, it would be necessary to take some guarantee for the equitable division of the revenue between the Imperial and provincial governments is a question that would no doubt demand attention. Theoretically an independent State should be left to manage its own internal affairs, fiscal and other, but China is not like other independent States. It is contended that unless the provincial governments are ensured a fair share of the revenue there will always be harassing attempts to interfere with the trade in foreign goods. Possibly that would be so in any case, for the resources of Chi-

nese squeezedom are infinite, but with the allocation of a certain proportion of the revenue to the provincial governments the danger would be materially diminished.

PLAQUE MEASURES.

From the discussion on plague measures now proceeding one important lesson may be derived, namely, that prevention is better than cure. It is not when the plague is upon us that cleansing should commence; we should hold ourselves in a continual state of preparedness. The colony has had abundant warning, but what has been done? An area in Taipingshan has been cleared of insanitary dwellings, there has been some legislation, and a good deal of talk, but the operations of the cleansing gaungs now at work show that, notwithstanding all that has been done and said, the mass of the people are living in practically the same conditions of uncleanliness that prevailed in 1894. Talk to a certain extent is necessary, because it is only by intelligent discussion that wise decisions can be arrived at in such matters as we are now concerned with, but talk should be followed by effective action; yet we find that we are now practically in the same position as we were four years ago, and that what was written on the subject then might have been with almost equal appropriateness written yesterday. In an article which appeared in these columns in October, 1894, it was remarked that "there are large districts outside the condemned area whose sanitary condition is equally defective and which equally call for reconstruction. These also must receive attention, and for this purpose legislative powers have been obtained." These powers, however, have not been exercised. An Insanitary Properties Commission was appointed and is understood to have sent in its report to the Government many months ago, but that report was only communicated to the Sanitary Board a few days ago and no action has yet been taken upon it. The same article, after reference to the water supply and drainage system, continued:—"Over and above all general measures of that kind, however, there exists the necessity of enforcing cleanliness inside the houses, for which purpose some system of periodical house to house visitation will be necessary. How to make that system inoffensive to the Chinese is a problem which should command the best attention of the Government and of all parties who have any voice in the matter, for it is essential to the commercial prosperity of the port that living in Hongkong should not be made distasteful to the Chinese. But if, notwithstanding all precautions, the plague should unhappily again make its appearance amongst us, are the Chinese again to be driven out of the colony by their fear of falling into the hands of the European doctors and of having their bodies buried in quicklime, and the industries of the colony to be again brought to a standstill by want of labour? Will there again be the same opposition to the establishment of a Chinese hospital, either in the colony or on Chinese territory, where the sick can be treated according to Chinese ideas? Now is the time when these questions ought to be considered and satisfactory answers found for them." Yet here we are, three and a half years later, in the position of having to approach these questions almost *de novo*, and with the colony in almost as insanitary a state as ever.

The epidemic from which we are now suffering is not so virulent as the 1894 one, but the authorities cannot claim that that is due to

any precautions taken in the meantime. It is simply an exemplification of the rule that epidemics of the same disease in the same locality occurring in close succession diminish in virulence with each repetition. The same thing is seen at Canton, where this year's epidemic is comparatively as much milder than the 1894 epidemic as it is in Hongkong. Commercially, however, the effects on the colony are almost equally disastrous. There has not been the same diminution in the labour supply, it is true, but quarantine has been established against Hongkong at all neighbouring ports, and the amount of the loss sustained by trade would go a long way towards covering the cost of reconstructing all the insanitary dwellings in the colony. And there is the risk of this loss being repeated year by year, or, if not every year, at frequent intervals, so long as disease is allowed free entry to the colony and finds here conditions favourable to its development. As to the efficacy of medical inspection opinions are divided, but all parties are agreed as to the necessity of improving the sanitary condition of the colony so that disease germs may no longer find a good breeding ground. Whether the cost should be borne by the landlords or by the Government is a minor question. We do not think property owners are entitled to very tender consideration in the matter, but it would pay the colony better to submit to another squeeze like the Taipingshan affair than to allow the continued use of human habitations that constitute a danger not only to their occupants, but to the whole community and to the trade of the place. Dr. CLARK in his last annual report said:—“Some little progress has been made during the past year towards the structural improvement of the sanitary condition of the Chinese dwellings in the colony, although much remains to be done to render the houses of the Chinese reasonably habitable, and legislation is urgently needed to remedy some of the most glaring sanitary defects which are still permitted in the construction of house property in this colony. The opposition, however, which the Board met with during the past year in its endeavour to prevent the obstruction of private streets and lanes would seem to indicate that the bitter lessons of 1894 and 1896 have already almost passed into oblivion, and that great difficulty will be experienced by the Government in securing such emendations of the laws of this colony as are unquestionably necessary if any real attempt is to be made to render the colony immune from devastating epidemics of such filth diseases as bubonic fever or typhus.” With a third epidemic of plague upon us the community should insist on the necessary sanitary measures being at once carried out, whatever determination may ultimately be arrived at as to the incidence of the cost as between the Government and the property owners.

Of equal importance with the structural alterations required is the permanent enforcement of cleanliness, instead of its spasmodic enforcement in times of epidemic only. The latter is not without its value, but it causes great irritation and sense of oppression amongst the Chinese, whereas a permanent system might, we think, be devised which would work smoothly and engender no feeling of resentment. The measures taken in 1894, though they apparently did not curtail the duration of the epidemic, since it died away here only about the same time as in Canton, where no similar measures were taken, nevertheless limited its ravages. Comparing the mortality in Hongkong

with that in Canton so far as it could be ascertained, and making a very liberal allowance for possible error, it was estimated that the number of victims in Hongkong was reduced by at least 7,500 from what it would have been had nothing been done to cope with the epidemic. In the same way we have no doubt that the preventive measures now being taken must be credited with materially limiting the number of persons who fall victims to the plague. Such drastic and oppressive measures, however, ought not to be necessary if the authorities and the community would do their duty at all times and prevent the town falling into such a condition of filthiness as to invite visitations of epidemical sickness.

II.

A correspondent sends us a medical work containing an article on zymotic diseases, and in the accompanying letter expresses his disapproval of the way in which the house to house visitation is being carried on and mentions that his experience in China has shown him that it is not in the most insanitary places that the seats of plague are found. We do not quite understand whether our correspondent means to infer that the cleansing operations now being carried on in the affected districts of this city are not calculated to have any effect on the progress of the plague, but, if so, the inference is erroneous. It is true that, as shown in the medical work forwarded to us, most of the zymotic diseases spring from specific poisons, are communicated by contagion, and do not originate *de novo*. Persons may live in a state of indescribable filth and yet not suffer from contagious disease until the specific poison is introduced amongst them by communication with persons already affected; but—and this is the point to which we would direct our correspondent's attention—when once the poison is introduced the havoc it works is likely to be infinitely greater under conditions of insanitation than when sanitary laws are rigorously observed. In fact, as stated by Sir THOMAS WATSON, Bart., in an article summarised in the work sent us, “the enactment and rigid enforcement of judicious sanitary laws, with the co-operation of an enlightened public opinion with the dictates and efforts of medical science, would banish these fatal diseases from our ‘island.’” Plague is not included in the list of diseases specifically referred to, because the book was published in 1882, before the reappearance of the disease had occurred to attract public attention, but the remark just quoted might from its appositeness almost have been written with special reference to the plague and to the island of Hongkong. What we want here is judicious sanitary laws and the co-operation of an enlightened public opinion. Unfortunately the powerful property owning interest is against such enlightened co-operation amongst both Europeans and Chinese; and amongst the latter in particular the system of house to house visitation and compulsory cleansing is calculated to alienate the sympathy of the mass of the population from the measures taken for the general welfare. Our correspondent complains, as previous correspondents have done, that the officers of the Sanitary Board penetrate all the rooms of a house without asking leave or giving the occupants time to prepare themselves, and persons asleep are rudely awakened and questioned irrespective of their age or sex, which, in the case of females, is deemed an outrage. It is also complained that the cleaning coolies pilfer. All this, necessary as the measures taken may be under the circumstances, is calculated

to have a bad effect on the Chinese population, and it is to be hoped that when the present crisis has passed the subject will be calmly considered with a view to the elaboration of a system by which the sanitation of the colony can be maintained permanently in a satisfactory condition and the necessity for the spasmodic enforcement of harsh and oppressive measures be avoided. Doctors are the best able to tell us what ought to be done, but in the actual carrying out of measures affecting the inhabitants in their domestic arrangements practical men of business acquainted with the place and the people are the best qualified to give useful advice and assistance. An unofficial majority on the Sanitary Board is necessary for the practical work of sanitation and would also be the best means that could be devised for cultivating that enlightened co-operation on the part of the public with the dictates and efforts of medical science which even doctors themselves—except some, perhaps, in Government service who may be too deeply imbued with officialism—recognise as all important.

BRITISH PRESTIGE.

I.

In an article on “The Chinese Imbroglio” in the April *Blackwood's* the writer says that “We have receded before the mere ‘trumps of the opposing hosts. So long and so systematically have we pursued this course that the coolest of outside observers have come to reckon on our retreating attitude as surely as on the sequence of natural phenomena. The acts of Government, without distinction of party, have countenanced this theory, and the press ministers to the universal belief, until the question begins to be asked whether there is any point at which we will turn and resist the hustling tactics of our rivals.” So far as the Far East is concerned the point of resistance has at last been reached and Great Britain has once more asserted herself. Installed at Wei-hai-wei she will be in a position not only to oppose any further Russian aggression but also to again exercise a preponderating influence in the councils of Peking. At the same time the facilities for trade have been enlarged by the opening of the waterways and additional treaty ports. Seeing the alteration that has taken place it would be of national advantage that the press should cease to minister to what the writer in *Blackwood's* terms the universal belief in the retreating attitude of the British Government. For a long time that was in truth the attitude maintained in China, and the local foreign press inveighed against it persistently, vigorously, and, as the result has proved, to good purpose. The home Government and the nation were aroused to the danger of a continuance of this attitude, and the recent crisis was met with an energy and intelligence worthy of all praise. In the result Great Britain has emerged from the scramble with the most substantial advantages. This being so the press would do well to recognise accomplished facts. To persist in harping on the alleged loss of British prestige is not only foolish, but is calculated to do positive harm of a material kind, in fact to bring about the very loss of prestige that is inveighed against. The vernacular press is a great power in Japan and is beginning to be a power in China also. The native writers naturally base their estimate of England on what they read in the English and foreign papers. The latter may be trusted to be little us, especially the Russian press, and

it ought to be the policy of the English press to give a more correct appreciation of our position and influence, instead of playing into the hands of our rivals. While the attitude of our Government was one of retreating, it was necessary to speak out plainly, even at the cost of causing our rivals to scoff, but now that the retreating attitude has been abandoned it is no longer wise to cry "stinking fish."

EXTENSIVE SEIZURE OF FORGED BANK NOTES.

TWO ARRESTS AT SINGAPORE.

[SPECIAL TELEGRAM TO THE "DAILY PRESS."]

Singapore, 28th April.

Two passengers by the *Preussen* have been arrested with forged bank notes in their possession of a face value of \$300,000.

[The *Preussen* is bringing the incoming German mail.]

THE SPANISH-AMERICAN WAR.

Hongkong, 25th April.

MOVEMENTS OF THE AMERICAN FLEET.

The United States cruiser *Baltimore*, which arrived on Friday, went into dock at Kowloon on Saturday and came out again yesterday morning. In the afternoon the *Boston*, *Concord*, *Petrel* and *Hugh McCulloch*, with the store ships *Zafiro* and *Nanshan*, left the harbour by the Lysemon Pass for Mirs Bay, where they will be joined to-day by the *Olympia*, *Baltimore*, and *Raleigh*.

Although, as reported by Reuter, hostilities have commenced, there has as yet been no formal declaration of war. Under these circumstances some uncertainty still attaches to the future movements of the United States squadron in these waters. If war is declared the vessels will at once proceed to the Philippines, but in the absence of such declaration it is to be presumed there would be no fighting in the Far East. The position, we take it, would then be that the United States would proceed to enforce the ultimatum with reference to the Spanish withdrawal from Cuba; Spain would as a point of honour offer resistance, but with the fall of Havana she would probably retire and let the matter end there so far as she is concerned. This would be a case of applying what the text books on international law term "measures of constraint" by the United States as against Spain. If there is to be a declaration of war it will have to come from Spain, and all her interest lies in localising hostilities, for if she declares war she will in all probability lose the Philippines as well as Cuba, whereas in the alternative she may retain the one while losing the other.

Reuter informs us that the U.S. fleet has left Key West to blockade Havana. Key West, the great American naval arsenal, is only about sixty miles from Havana, so that there would be little delay in the establishment of the blockade. Private telegrams have been received that a Spanish vessel, the *Buena Ventura* which it is supposed was carrying munitions of war, has been captured by the Americans.

PROCLAMATION OF NEUTRALITY.

His Excellency Major-General Wilson Black, the Officer Administering the Government of Hongkong, issued a proclamation of neutrality on Saturday evening.

26th April.

The United States men-of-war *Olympia*, *Baltimore*, and *Raleigh* left the harbour yesterday morning for Mirs Bay.

We understand the United States question the legality of the neutrality proclamation, seeing that war has not been declared.

27th April.

The Pacific blockade of Cuba by the United States has apparently developed into actual war, as instructions have been received for the American fleet to leave for Manila.

The *Esmeralda*, with Mr. O. F. Williams (American Consul) on board, arrived in Hongkong from Manila at about seven o'clock yesterday morning. She left Manila at about seven o'clock on Saturday evening, and had an uninterrupted voyage. The light in the harbour at Manila was extinguished by the Spanish authorities as she drew out.

Mr. Williams is at present staying with Mr. Rounseville Wildman, the United States Consul-General at Hongkong.

Soon after his arrival Mr. Williams, accompanied by Mr. Wildman, endeavoured to get to the fleet in Mirs Bay, going out in the Dock Company's steamer *Fame*, but the sea was too rough to admit of communication being effected and they had to return. They will go out again this morning at six o'clock.

The fleet, we understand, will sail this afternoon.

The members of the Philippine revolutionary party now in Hongkong are endeavouring to secure permission to accompany the American fleet.

It is rumoured that the fleet is to be reinforced from San Francisco and that five thousand troops are being sent in transports for operations in the Philippines.

The American residents remaining at Manila have left their houses and gone on board British sailing ships, with the exception of one family named Johnson, in which there has recently been a birth, and the mother not being in a condition to be removed. Mr. Johnson is one of the proprietors of a travelling cinematograph.

When the *Esmeralda* left Manila there was only one American sailing ship in port, the *Great Admiral*, which was loading cargo of hemp for New York. In accordance with the usual rule she would no doubt be allowed a specified number of days within which to leave after the declaration of war.

Rumours were in circulation, as they have been for a long time past, as to the intentions of the Philippine rebels, who, it is said, are ready to descend upon Manila as soon as the American fleet appears. No apprehension of anything in the nature of a sack of the city is entertained, however. The presence of the American fleet would in itself be a guarantee against anything of that kind, and another guarantee is that the rebels aim at securing recognition as civilised belligerents and outrages are consequently foreign to their programme.

EXTRAORDINARY PROCLAMATION BY THE GOVERNOR-GENERAL OF THE PHILIPPINES.

SPANIARDS.—

"Between Spain and the United States of North America hostilities have broken out.

"The moment has arrived to prove to the world that we possess the spirit to conquer those who, pretending to be loyal friends, take advantage of our misfortunes and abuse our hospitality, using means which civilised nations count unworthy and disreputable.

"The North American people, constituted of all the social excrescences, have exhausted our patience and provoked war with their perfidious machinations, with their acts of treachery, with their outrages against the law of nations and international conventions.

"The struggle will be short and decisive. The God of Victories will give us one as brilliant and complete as the righteousness and justice of our cause demand. Spain, which counts upon the sympathies of all the nations, will emerge triumphantly from this new test, humiliating and blasting the adventurers from those States that, without cohesion and without a history, offer to humanity only infamous traditions and the ungrateful spectacle of Chambers in which appear united insolence and defamation, cowardice and cynicism.

"A squadron manned by foreigners, possessing neither instruction nor discipline, is preparing to come to this archipelago with the ruffianly intention of robbing us of all that means life, honour, and liberty. Pretending to be inspired by a courage of which they are incapable, the North American seamen undertake as an enterprise capable of realisation the substitution of Protestantism for the Catholic religion you profess, to treat you as tribes refractory to civilisation, to take possession of your riches as if they were unacquainted with the rights of property, and to kidnap those persons whom they consider useful to man their ships or to be exploited in agricultural or industrial labour.

"Vain designs! Ridiculous boastings!

"Your indomitable bravery will suffice to frustrate the attempt to carry them into realisation. You will not allow the faith you profess to be made a mock of impious hands

to be placed on the temple of the true God, the images you adore to be thrown down by unbelief. The aggressors shall not profane the tombs of your fathers, they shall not gratify their lustful passions at the cost of your wives and daughters' honour, or appropriate the property that your industry has accumulated as a provision for your old age. No, they shall not perpetrate any of the crimes inspired by their wickedness and covetousness, because your valour and patriotism will suffice to punish and abase the people that, claiming to be civilised and cultivated, have exterminated the natives of North America instead of bringing to them the life of civilisation and of progress.

"Philipinos, prepare for the struggle and, united under the glorious Spanish flag, which is ever covered with laurels, let us fight with the conviction that victory will crown our efforts, and to the calls of our enemies let us oppose with the decision of the Christian and the patriot the cry of "Viva Espana."

Manila, 23rd April, 1898.

"Your General

"BASILIO AUGUSTIN DAVILA."

Another proclamation of the same date declares that any one offering assistance directly or indirectly to the enemy shall be summarily tried by Court Martial as a traitor and be punished with death, and that those who propose the submission of any place besieged by the enemy or spread reports calculated to discourage the defenders shall also be dealt with as traitors and punished with death or penal servitude for life.

A third proclamation declares martial law and requires all able bodied Spaniards to enrol themselves for military service.

There are other proclamations addressed to the Volunteers and to the inhabitants of Manila.

28th April.

THE AMERICAN SQUADRON LEAVES MIRS BAY.

INSURRECTIONARY CHIEF ACCOMPANIES.

The American squadron left Mirs Bay for Manila at about two o'clock on Wednesday afternoon, 27th April, it being accompanied by Mr. Williams, United States Consul recently stationed at Manila, and the Insurgent Chief Alijandrini. The former is on board the *Baltimore*. The latter, who is on board the *Zafiro*, goes to take charge of the insurgent forces in Luzon, under strict orders from the Commander to see that no barbarous or inhuman war is made. Consul-General Wildman, whose guest Consul Williams was during his short stay in Hongkong, accompanied his brother Consul and the insurgent chief to the fleet, and took part in a consultation in the Admiral's cabin, when the plan of action was decided upon, Mr. Williams having brought with him different maps. The primary object of the squadron is to capture the Spanish fleet wherever it is found, it being really more important that the fleet should be captured than that Manila should be secured, so that American trading vessels may be safe. On reaching Manila Commodore Dewey will demand the capitulation within 38 minutes of his arrival, and as it is not likely that his demand will be complied with the bombardment of the place can hardly be avoided.

The Spanish ships are leaving Manila with passengers and treasure.

Consul General Wildman returned to Hongkong about six o'clock on the evening of 27th April.

PRESIDENT MCKINLEY'S PROCLAMATION.

Mr. Rounseville Wildman, United States Consul-General at Hongkong, received by wire yesterday President McKinley's proclamation. It reads as follows:—

Whereas by an Act of Congress approved April 25, 1898, it is declared that war has existed since the 21st day of April, A.D., 1898, including said day, between the United States of America and the Kingdom of Spain, and whereas it being desirable that such war should be conducted upon principles in harmony with the present views of nations and sanctioned by their recent practice it has already been announced that the policy of this Government will be not to resort to privateering, but to adhere to the rules of the declaration of Paris.

Therefore I, William McKinley, President of the United States of America, by virtue of

the power vested in me by the constitution and the laws do hereby declare and proclaim.

(1)—The neutral flag covers enemy's goods with the exception of contraband of war.

(2)—Neutral goods not contraband of war are not liable to confiscation under the enemy's flag.

(3)—Blockades in order to be binding must be effective.

(4)—Spanish merchant vessels in any ports or places within the United States shall be allowed till May 21st, 1898, inclusive for loading their cargoes and departing from such ports or places and such Spanish merchant vessels if met at sea by any United States ship shall be permitted to continue their voyage if on examination of their papers it shall appear that their cargoes were taken on board before the expiration of the above term, provided that nothing herein contained shall apply to Spanish vessels having on board any officer in the military or naval service of the enemy, or any coal except such as may be necessary for their voyage, or any other article prohibited or contraband of war, or any despatch of or to the Spanish Government.

(5)—Any Spanish merchant vessel which prior to April 21st, 1898, shall have sailed from any foreign port bound for any port or place in the United States shall be permitted to enter such port or place and to discharge her cargo and afterwards, forthwith to depart without molestation, and any such vessel if met at sea by any United States vessel shall be permitted to continue her voyage to any port not blockaded.

(6) The right of search is to be exercised with strict regard for the rights of neutrals and the voyages of mail steamers are not to be interfered with except on the clearest grounds of suspicion of a violation of law in respect of contraband or blockade.

In witness whereof I have hereunto set my hand and caused the seal of the United States to be affixed.

Done at the City of Washington, on the 26th day of April, in the year of our Lord one thousand eight hundred and ninety-eight, and of the independence of the United States the one hundred and twenty-second.

WILLIAM MCKINLEY.

For the President,

JOHN SHERMAN,
Secretary of State.

PRECAUTIONS IN THE PHILIPPINES.

Senor José de Navarro, Spanish Consul, informs us that he has received the following telegrams:—

From H.E. the Rear Admiral Commanding the Philippine squadron—"Arrangements are being made for closing the ports and extinguishing the lights in the Philippines."

From H.E. the Governor-General of the Philippines—"Until further notice the coast and harbour lights in the Archipelago will be extinguished with the exception of the light at Cape Melville. Neutral vessels coming to Manila must take pilots at Corregidor to avoid the perils of the channels."

THE FEELING OF THE PHILIPPINE NATIVES.

The Manila *Comercio* alleges that great enthusiasm prevails amongst the Philippine population for the defence of the islands against the Americans, but qualifies the allegation by reference to the phlegmatic character of the natives, which prevents the excited expression of opinion. In private conversation, however, the determination of the natives is said to be unmistakably expressed. The treason of a few hundreds or a few thousands of rebels does not affect the virtue of the race, and our contemporary opines that the Filipinos will prove themselves worthy of Spain. Reading between the lines, it would seem that the attitude of the natives is one of marked coldness.

FOREIGNERS INVITED TO JOIN IN THE DEFENCE.

The Governor-General's proclamation requiring all able bodied Spaniards to enrol themselves for military service also accords permission to foreigners to join with the exception of North Americans.

THE FLIGHT FROM MANILA.

The *Singapore Free Press* of the 19th April says:—The mail steamer *Leo XIII.*, which came in on Sunday from Manila, was crowded with

Spanish passengers, including officials and their families, who were leaving the Philippines in view of the critical state of affairs, caused by the recent fresh outbreak of the rebellion in the islands. Amongst the passengers were General Primo de Rivera, Marquis de Estella, a Field-Marshal of Spain, the retiring Governor-General. His nephew, Colonel de Rivera, was also on board, as was the Bishop-elect of Porto Rico, who was one of the Augustin fraternity in Manila. The ship was so full of passengers that the entire saloon floors were used as sleeping accommodation. The greatest anxiety was felt by all on board as to the state of the crisis with the United States, as daily there was an expectation that an American cruiser would overhaul the mail and capture it. The *Leo XIII.*, to a certain extent, was prepared for an emergency of this kind; she had a couple of 4 inch Hontoria guns mounted abeam of the funnel and a couple of Nordenfeldts in the bows. It does not appear, however, that very efficient holding down arrangements had been made, for the guns were mounted in a hurry at Manila, and the carriages bolted through to the deck in a rough and ready way. The probability is that the shock if discharged, if that be true, would carry the fastenings away at the first firing. There will be considerable anxiety felt by all on board the whole way home, for they can only ascertain from port to port what is really the state of affairs, and the American ships in the Mediterranean or elsewhere will know perfectly well the whereabouts of that and all other Spanish mail steamers.

29th April.

H.M.S. *Linnet* left yesterday afternoon for Manila to watch proceedings there. The China and Manila Steamship Co.'s steamer *Esmeralda* left for the same destination in the hope of being able to bring back passengers before communication is finally interrupted. She carried no cargo from here.

AN OPINION ON THE PROSPECTS IN THE PHILIPPINES.

In an article on the situation the *China Gazette* says:—People who think that Admiral Dewey's squadron has an easy task before it would do well to remember what happened when Manila was last attacked by the British in 1792. The attack by General Draper and Admiral Cornish, with thirteen warships, began on the 22nd September of that year, when the assaulting force was composed of 1,500 British troops, 3,000 British bluejackets, 800 Sepoy fusiliers, and 1,400 Sepoy musketeers, and other forces, making a total of 6,830 British fighting men, and thirteen men-of-war, five of which were line-of-battle ships of the largest kind then afloat. The whole Spanish force in Manila at the time consisted of the King's Regiment of Infantry, six hundred strong, all Spaniards, with 80 pieces of artillery. The natives were disaffected then, as they are now, and the Spanish had also to contend with a formidable Chinese rebellion, which was not quelled until from 8,000 to 10,000 Chinese were slaughtered. But owing to the natural strength of the place, and the difficulty of passing the island of Corregidor (which has now been mounted with modern guns, and mine-fields extended all through the channel to the mainland) the British force was not able to land until the 2nd of October, when, after two or three days' further fighting, the place finally surrendered on the advice of the Archbishop. Nor were there any torpedoes or electric mines to fear in those days. The Bay of Manila is 120 miles in circumference, with a very narrow channel between the Islands of Corregidor and Faile, and is capable of ready defence by torpedoes and mines. When these are passed Manila is still over 20 miles off, and from all we learned on the occasion of our last visit, there is quite a respectable reception awaiting our American friends in the temporary batteries erected on the shore. There cannot be less than 12,000 Spanish troops, who are now all more or less seasoned, available for the defence of Manila, leaving out of consideration the four cruisers, the four smaller vessels, and the six gunboats, with half-a-dozen very effective torpedo craft; so that the capture of Manila is by no means the easy matter it would seem, even if no complications with other Powers are to be feared from an attack. A shot fired in the Far East will be much more

dangerous than a regular warfare carried on near the coast of America, where direct European interests are small. Who can say where it will end, if once a spark is put to the powder-barrel in the explosive Far East. The port of Iloilo, in the Island of Cebu, is much more liable to capture and blockade; but with the few ships at his command, and the difficulty of obtaining food and fresh water Admiral Dewey's task is by no means the sinecure that many people who do not know the position suppose. There are fully 24,000 Spanish troops still in the Philippines, and though the rebellion seems dangerous again among the Tagalos and Illocos in the Island of Luzon, many of the other tribes, including the important Viscayans, are loyal to the Spaniards because they hate the Tagalos and Illocos more than they do their foreign rulers, and these men are not at all mean soldiers. The campaign in Cuba is a matter upon which we at present know little, and we have not even heard what is the nature of the hostilities reported to have broken out there. It is considered probable that an American force will sail from Key West and the Tortugas, to the west of Havana, probably in Bahia Hondo, and then march on Havana when a sufficient force is concentrated. But the difficulties of a campaign for white men in the Pearl of the Antilles at this season are very great. The rainy weather is just setting in, and we know that a wetting in Cuba in spring or summer means a cold to all white men, and that cold is inevitably followed by yellow fever. This horrible disability accounts for the frightful mortality amongst the Spanish troops who have lost more than 50 per cent. of their men, fresh from Spain, by disease contracted solely from climatic causes. In the Philippines, too, we know that the typhoon season is coming on and the rainy season is also about to set in, which makes that region almost as unhealthy in the early summer as is Cuba. Where the American ships, if they are injured, are to be repaired, and where they are to refit, draw food and ammunition from we have yet to learn; but looking at it impartially, we should say that the Spaniards in Manila, making due allowance for the rebels and other disabilities, are in stronger position than the attacking forces. Admiral Dewey will scarcely be able to land more than 300 or 1,000 men, and unless he first lays Manila in ruins by bombardment, to attempt to occupy the place with such a force would be sheer madness. So far as we can see at present all he can do is to blockade the approaches to Manila and Iloilo.

SUPREME COURT.

26th April.

IN ADMIRALTY JURISDICTION.

BEFORE SIR JOHN CARRINGTON (CHIEF JUSTICE) WITH COMMANDERS HASTINGS AND HENDERSON AS ASSESSORS.

THE "POWAN" AND "KWANGLEE" COLLISION.

In this case the China Merchants Steam Navigation Company, owners of the *Kwanglee*, and the Hongkong, Canton, and Macao Steamboat Company, owners of the *Powan*, claimed damages arising out of the collision which took place in the harbour at about one o'clock on the morning of January 25th between the vessels named.

Mr. Francis, Q.C. (instructed by Mr. H. L. Dennys) appeared for the owners of the *Kwanglee*, and Mr. Pollock (instructed by Messrs. Deacon and Hastings) for the owners of the *Powan*.

Mr. Francis read the petition and the answer in the case, and, continuing, said he had in the first place to submit that on the pleadings there was a clear admission that the steamer *Powan* came into collision with the *Kwanglee* at that time moored to a wharf in the harbour and that under those circumstances the entire onus of proof and the responsibility of opening the case rested entirely upon the owners of the *Powan*. The simple fact that a vessel at anchor had been run into was on the face of it proof of negligence. He submitted that on the pleadings it was clearly admitted that defendants saw a mast-head light at a distance of 300 yards away, but never-

theless they came into collision. He submitted that on the pleadings as they now stood the *Kwanglee* was entitled to a decree. The only grounds which were set up by way of defence or justification were:—That the *Kwanglee*'s stern, a fact which they admitted, was showing some 30 feet beyond the end of the fairway, and that there was no light on the stern. They also pleaded that they were driven out of their ordinary course and to the southward of a line drawn through plaintiff's stern parallel to the shore in consequence of the manœuvring of the police launch in the neighbourhood. They pleaded also that the moment the possibility of a collision became apparent they stopped and reversed their engines full speed. He would submit that on the face of the pleadings it was for his friend to begin.

Mr. Pollock having mentioned the case of the *Indus*, said his Lordship would note that it was part of their case that the *Kwanglee* was not showing proper lights. Part of their case was that the *Kwanglee* was bound to show a stern light, and his Lordship would note from the petition of the owners of the *Kwanglee* that there was no allegation by them that they carried a stern light. They evidently felt that that was a weak point in their case, because they were not satisfied with saying they had the ordinary mast-head light, but they tried to supplement that mast-head light with various lights of a most irregular character and such as had never been heard of in any regulations for the prevention of collisions at sea. For instance they alleged that there was a light in the port gangway clearly visible on the starboard side and certain cabin lights which might have been seen by a vessel approaching from the starboard side. He did not know whether his learned friend admitted the regulations for the prevention of collisions at sea were applicable to the *Kwanglee*, but he was quite prepared to prove that they were.

Mr. Francis—That is not the question.

Mr. Pollock said the question was whether the *Kwanglee* had her proper lights, and he would again ask his learned friend if he admitted that the new regulations for the prevention of collisions at sea were applicable to the *Kwanglee* or not, because if he did it would save his taking up some of his Lordship's time.

The Chief Justice (to Mr. Francis)—Do you wish to answer his request?

Mr. Francis said they clearly admitted that they had no stern light but it was rather a novelty to be asked to admit a question of law. It was part of his friend's case to show that the regulations for vessels at sea applied to vessels in the Harbour.

Mr. Pollock—It is a question of fact.

Mr. Francis contended that it was a question of law. Their case was that the regulations for the prevention of collisions at sea did not apply in Hongkong Harbour, there being a provision of ordinance as to the light to be burned by a ship at anchor.

Mr. Pollock—This is entirely irregular.

The Chief Justice—You do not admit that they apply in this case?

Mr. Francis—No; it is for my friend to show that they do.

Mr. Pollock contended that if his friend had wanted to set up the fact that other regulations than those for the prevention of collision at sea were applicable to the *Kwanglee* in the present case it should have been inserted in the pleadings. This was a matter which had completely taken him by surprise. He had not a copy of the harbour regulations by him.

Mr. Francis said one of the provisions of the specific ordinance to which he referred was that vessels at anchor within the waters of this colony should carry a bright light in some position where it could be clearly seen. It was a matter of law, not a mere harbour regulation, and he was not bound to plead it.

On the application of Mr. Pollock it was decided, in view of this point arising, to adjourn the hearing.

27th April.

Mr. Pollock said that now he had had an opportunity of considering more fully the point raised by his learned friend, he thought perhaps it would be the more convenient course to adopt for him not merely to argue the question

of the effect of the local ordinance, but to argue generally the whole point as to the question on whom the onus of beginning the case should rest.

The Chief Justice—Mr. Francis raised the question not of the onus of proof but as to who was to begin.

Mr. Pollock—And that would involve of course on whom the onus of proof rested.

The Chief Justice said that that was a matter of law. The only point at present was as to who should begin. He had referred to the reports and text books, and he thought it was clear plaintiff should begin, so he thought Mr. Francis had better begin.

Mr. Francis said he did not propose to address his lordship at any length as to the facts of the case. They were already fully set forth in the petitions and pleadings and in the preliminary acts, and he would simply proceed to call the necessary evidence.

James Kirk, chief officer of the steamship *Kwanglee*, said he had been at sea 19 years and had been on the *Kwanglee* for the past three years. He was on board the *Kwanglee* on the evening of the 25th January. She was moored along the China Merchants' Wharf on the west side, where she had been since 1.15 p.m. on the 23rd January. Her stern projected about 35 feet beyond the outer end of the pier. They could not get any further in on account of the irregularities of the bottom. The after cargo port of their steamer had to be brought alongside a gangway on the wharf. On the evening of the 24th the top of the shade deck was about 20 feet above the level of the wharf. There was a space of 15 feet where the shade deck did not come. The taff-rail at the stern would be about ten feet above the level of the wharf. On the evening in question he turned in at nine or ten o'clock. There was then another light in the starboard fore-rigging. Two quarter-masters kept watch during the night. One of the quarter-masters came and woke him up at about ten past one in the morning. When he got on deck he was flung against the port fore-rigging. He heard a great crash at the same time. On running aft when he got clear of the bridge deck he saw a large white steamer crashing into their stern on the starboard side about ten feet from the taff-rail. He did not recognise the steamer at the moment, but he afterwards read the name—the *Powen*—on the ship's side. The *Powen* was a great deal higher than their steamer. When he first saw her the *Powen* was still forging ahead and therefore crushing into them all the time. Afterwards the *Powen* backed astern. She backed till her bow was about 100 feet from them. She came ahead again and smashed the captain's gig. He detailed the damage done to his steamer, and added that he found the anchor stock of the *Powen* on deck. It was in three pieces. He also found about 16 feet of her rail on her deck. At the time he saw that their own regulation light was still burning brightly. At the same time all the side scuttles from the passengers' cabins were lighted. There was also a bright light hung on the port after-davy which was about 100 feet from the stem. That light would be visible across the deck from the starboard side. The aftermost cabin light would be about 32 feet from the taff rail. The night was clear and cloudless, and he could see the outlines of vessels in the harbour a mile or a mile and a half off.

In answer to Mr. Poll's witness said he knew the boats of the Hongkong, Canton and Macao Steamboat Company generally arrived in the harbour at one or two o'clock in the morning. He did not know whether in going up to their wharf they generally took the southern fairway or the central fairway. George Shevill, the second officer on the *Kwanglee*, gave corroborative evidence. He said the night was cloudy but very clear. He could see the outline of Green Island, which was a mile or a mile and a half from their vessel, quite plainly.

Robert Lincoln, master of the steamship *Kwanglee*, said he had been in command of the vessel nine and a half years, during which time he had made over 200 trips to Hongkong. Upon arrival in Hongkong he always went alongside the China Merchants' Wharf. The vessel was 287 feet long over all. The shade deck extended only over about 70 feet from the

forward side of the saloon to the stern, and was entirely open all round. On the morning in question he was awakened by the crash of the collision. He was on deck in a moment, his door being open, and he saw the steamer *Powen* in a direction and position which he illustrated. She was still pushing ahead across their stern. He was not prepared to say how far she got because he had to get out of the way because of the stuff which was falling down. The *Powen* backed and then came forward again and struck their quarter boat. He at once gave orders to sound the wells and looked after the safety of his own ship. With regard to the damage to his steamer two plates were broken and six stove in, about 70 feet of the main rail carried away, an iron rail and stanchions, about 25 feet of the shade deck, stanchions, and rail, carried away, the rudder broken in three places, and the grating all round the after steering gear smashed. The wharf for about 100 feet from its outer end was altogether knocked into the water. It was a clear starlight night. They had cleared away their cargo, and intended sailing for Canton at eight o'clock on the morning of the 25th inst. Quite apart from their lights he could see the steamers' hulls right away to Stone-cutters' Island. He had never carried a stern light when lying at that wharf. He had never been found fault with for not carrying a stern light when there, and he had always laid in the same position.

26th April.

Edward Burnie, a marine surveyor practising in Hongkong, said that on the 26th January he was called to make a survey of the steamer *Kwanglee*. She was moored alongside the China Merchants' Wharf on the western side. The wharf was a wooden one. The out-rail of the wharf for between 30 and 50 feet was partially submerged, being driven to the eastward. He inspected the *Kwanglee* and ascertained the damage she had sustained. He knew the *Powen*. Assuming that the *Powen* had been in collision with her and done the damage she must have been going at a considerable speed—he should say five or six knots. He examined the *Kwanglee* again on the 27th. Witness detailed the damage done. His partner, Captain Goddard, surveyed the *Powen*, but he also went over her.

A. Denison, of the firm of Denison and Ram, said he built the China Merchants' Wharf in 1892. It was built of Manila hardwood, iron bolts, and straps. He made a survey of the wharf on the 31st of January or 1st of February, and found it bent over and displaced bodily at the outer end to the extent of 32 feet. To have done this damage the steamer must have been going six or seven knots an hour.

William Lithiby, a constable in the Hongkong Police Force, said that he saw the collision between the *Kwanglee* and *Powen*. There was a very heavy crash. He made a note of the collision at the time and afterwards reported it at No. 7 Station. Directly after the collision he went on board the *Kwanglee* to ascertain if there was anybody hurt.

John William Landor, another police constable also gave evidence.

William Moore, another police constable who was on duty in a steam pinnace in the harbour at the time in the question, said he did not get in the way of any steamer that night.

This concluded the case for plaintiff.

Mr. Pollock said he would call his evidence before addressing the court.

Geo. William Kew, chief engineer on the *Powen* for over six years, said he was on duty at the time of the collision. The *Powen* was going at the rate of about six knots an hour at the time. Before the collision he received an order to stand by the engines. That was at about one o'clock. After the order to "stand by" the order "full speed astern" was given four minutes afterwards. He immediately reversed the engines full speed. While the engineers were going astern he felt a slight shock. The engines had been going astern about half a minute then. All the orders given were entered in the logbook, which could be produced if necessary. A copy of it was in Court.

In reply to Mr. Francis, witness said they began to let the fires go down about 20 minutes before entering the fairway. He calculated

that the collision took place about half a minute after he had reversed the engines.

In answer to the Chief Justice, witness said the *Powan* was a single screw boat. The horse power was about 120 nominal. They could reverse the engines in about ten seconds. He could not say how long it took her to lose her way and go astern.

Archibald Neil Patrick, captain of the *Powan* for the past 21 months, said that on the morning in question he went on to the bridge at about ten to one. The vessel was then abreast of Green Island. The pilot—a Malay—was steering. The man was regularly employed on the ship. Besides him and the pilot the second mate was on the bridge. The second mate stopped on the bridge till one o'clock, when he told him to ring the stand by, when after carrying out this order he went to the forecastle and joined the man—a Chinaman—on the look out. As he got near the entrance to the southern fairway he saw a steam launch about half a point to his port bow showing a green light and also a white one. He was about abreast of the junks to the west of the China Merchants wharf then. The steam launch was about the middle of the fairway when he first sighted her. His helm was starboard at the time, his object being to get into the centre of the southern fairway. When he saw the launch he gave orders to the pilot to steady the helm, afterwards ordering him to port his helm, which he did. When near the launch he had his hand on to the telegraph to stop the ship. At the same moment the steam launch opened her red light and passed on his port side about 20 feet distant. He thought the launch was a large-sized police launch but the number he did not know. A few moments after the steam launch opened her red light he saw the dark stern of the steamer *Kwanglee* lying at the China Merchants Wharf about 150 or 160 feet away from him. Before he saw the dark hull of the *Kwanglee* he had seen the mast-head of the *Kwanglee* and two or three very dim lights on her starboard side. He had previously looked for the green light at the end of the China Merchants Wharf and did not see it. There was no light on the stern. There was a light showing through the ports 40 or 50 feet from the stern of the ship. He had made out those lights before he had made out her stern; and thought they were quite close to the stern. When he saw the projecting stern he gave an order as to the helm and rang the order "full speed astern". Both orders were obeyed and immediately afterwards the collision occurred.

The hearing of the case was adjourned.

THE KING'S OWN AND ST. GEORGE'S DAY.

TROOPING THE COLOURS.

A large number of people were attracted to the Cricket Ground on Saturday morning for the purpose of witnessing the ceremony of "trooping the colour" by the King's Own Regiment in honour of St. George's Day. The ceremony commenced at ten o'clock, when six companies of the Regiment in review order and headed by the Band marched on to the ground. At the same time H.E. Major-General Black and Mrs. Black, accompanied by Captain Loveband, Private Secretary, and Captain Long arrived, and proceeded to the saluting base, where a large number of ladies and gentlemen had already assembled, including Sir John Carrington (Chief Justice), Hon. T. Sercombe Smith (Acting Colonial Secretary), Commodore Holland, Captain Chichester (H.M.S. *Immortalite*), and Colonel The O'Gorman.

Lieut. Col. Rowlandson was in command, and the other officers present were:—Commander First Guard, Captain Hibbert, Subaltern to carry the Colour, Lieut. Donajowski; Commander Second Guard, Lieut. Parker; Commander Third Guard, Lieut. Lethbridge; Commander Fourth Guard, Lieut. Morrah; Commander Fifth Guard, Lieut. Johnson; Commander Sixth Guard, Lieut. Galloway; Adjutant, Lieut. Lloyd. The following was the programme:—N.C.O.'s of Guards to the Front... Kinloch of Kinloch The Assembly Dublin Hornpipe Officers and N.C.O.'s Take Post... Shall Trelawny Lie Troop..... Meet me by Moonlight Quick March The British Grenadiers

DRUMMERS CALL.	
Escort for the Colour	The British Grenadiers Present Arms to 'olojr
Troop.....	Grenadiers' March
Pre-ent Arms	General's Salute
March Past in Slow Time	Shall Trelawny Die
March Past in Quick Time	Ronnie Strathyre
March Past in Column	Corn Rigs are Bonnie
	God save the Queen.

The whole ceremony was most creditably gone through. The men, who presented a smart appearance, went through the different movements with a precision which was much commented upon by the spectators.

The King's Own was raised as the 2nd Tangiers Regiment at Exeter in 1680, received the title of "The King's Own" about 1715—in the universal territorialisation of Regiments in the latter part of the eighteenth century, as the National Regiment of England—other exemptions for similar reasons being the Royal Scots, and the Royal Irish.

THE PLAGUE

The number of plague cases reported last week was 127 and of deaths 109.

The daily returns for the present week is as follows:—

	Cases.	Deaths.
April 24...	21	17
" 25...	26	26
" 26...	24	24
" 27...	10	13
" 28...	14	14

THE BRANCH HOSPITAL FOR CHINESE PLAGUE PATIENTS.

REPORT OF THE SUB-COMMITTEE.

The following is the report of the Medical Officer of Health (Dr. Clark) and the Acting Registrar-General (Mr. E. W. Brewin) on the subject of establishing a branch of the Tung Wa Hospital for the reception and treatment of Chinese plague patients:—

April 20th.—We have the honour to report as follows regarding the establishment of a branch hospital of the Tung Wa Hospital for the reception and treatment of plague patients on the conditions mentioned in the resolution on the subject passed at the meeting of the Executive Board held yesterday.

1.—The Tung Wa Hospital Committee are willing and anxious to establish such a branch hospital and to bear the expense of its maintenance as far as food and medicines of the patients and the provision of a Chinese staff of doctors and servants is concerned.

2.—We strongly recommend that the Government lend the Tung Wa Hospital committee one-half of the Cattle Depôt at Kennedystown for the purpose of such branch hospital. The Medical Officer of Health has inspected the building, and has pronounced it in every way suitable for the purpose. There is no other suitable building available, and to concrete a site and erect matsheds on it would entail a delay of two weeks at least. The Colonial Veterinary Surgeon has no objection to the lending of the portion of the Cattle Depôt for the purpose mentioned.

3.—If our recommendation is approved the following alterations to the Cattle depôt are required:—(a) the building of a matting division between the two blocks situated on the east side of the premises and the two situated on the west side. We recommend that the two easterly blocks be used as the hospital. (b) The erection of a kitchen made of boards lined with tin in the south-east corner of the compound. (c) The erection of a mortuary outside the east wall of the depôt. (d) The erection of a mat-shed within the north wall of the portion of the depôt to be used as a hospital for the accommodation of the gate-keeper and his assistants. The Tung Wa Hospital authorities are willing to bear the cost of the above temporary structures. (e) The opening of a gateway in the north wall of the portion to be used as a hospital. (f) The opening of a door-way in the east wall to afford separate communication with the mortuary. (g) The laying on of gas to the building. (h) The laying on of water. (i) The installation of telephone communication with the Tung Wa Hospital. We recommend that these latter works be carried out by and at the cost of the Government.

The Tung Wa Hospital authorities will defray the cost of the gas consumed.

We further recommend that any non-Chinese drugs that may be required at the branch hospital for the treatment of patients be supplied by the Government. In conclusion we would mention that the Tung Wa Hospital committee would like Dr. Thomson, the medical officer in charge of the Tung Wa Hospital to be detailed for the duty of supervising the branch hospital.

The following minute was appended:—

The President (Dr. J. M. Atkinson, Principal Civil Medical Officer):—This in my opinion is not a satisfactory site for such a hospital, and for the following reasons: (1) Its near contiguity to the depôt where cattle are housed (2) Its near contiguity to the slaughter depôt. (3) The difficulty of ensuring perfect cleansing and disinfection after it is discontinued, and the future possibility of infecting cattle that will be housed there. (4) The unnecessary expense thereby incurred when we have ample accommodation at Kennedystown Hospital. If the Government decides to permit Chinese to be treated by their own doctor, which is, as I take it, the sole question at issue on which there is any variance, why not build two more matsheds at Kennedystown Hospital and allow patients to be treated there by Chinese native practitioners under our supervision, bearing the cost thereof and supplying native medicines.

We understand that subsequent to writing the above report the sub-committee met the committee of the Tung Wa Hospital, and it was agreed that the matsheds offered to the committee by Dr. Atkinson would be more suitable for the purpose. This arrangement was unanimously accepted by the Board, and arrangements were at once made by the sub-committee to render these matsheds fit for occupation.

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED.

The following report has been received from the manager at the mines per steamer *Omi Mura*:—

Great Eastern Shaft has been sunk to 165 feet, all of which is timbered. As soon as we have reached the depth of 175 feet we will drive for the reef, and thereby prove this part of our property. We should get a very large supply of stone from here. Before driving for the reef we shall have to sink a well, so that the end of April will see us ready for opening out.

Prospecting shaft has been stopped for the time being, and we are sinking the

Bank of England Shaft instead. The depth of the old workings here are about 25 feet, and there are two reefs in the bottom, the one two feet wide and the other one smaller and richer. We are sinking our shaft right on the junction of the two reefs, and have them always in the shaft as we are going down. We shall soon be able to say more about it; at present we are down 10 feet. As soon as the two top sets have been put in, and the work been got properly started, I shall call for tenders to sink 100 feet, from which depth we will then open out. This mine will yield a large supply of good ore.

Zulu Shaft.—The contractors started last Monday, and I do not think they will be long in putting the 60 feet down. From this depth we shall open out, and all being well this should turn out a very rich claim. The reef is very promising.

Arise and Shine.—We are down 52 feet, and 15 feet more will bring us well under the old workings. If the reports are correct, we have a big and rich chute in this shaft, which we can work, should it be desired. In such case we would of course have to go down to 100 feet at least.

Caledonian Shaft is down to 117 feet. The men are getting well on here, and would get down much faster but for the water. The latter though is getting much less. It would come in very handy for our

Dam, were this ready. The contractors are hard at scooping it out, but it is much deeper than we thought, so that it will require more money than we thought at first. The contractor

will in all likelihood have to shift 5,000 cubic yards instead of 3,000.

We shall soon be over the worst period of our development work.

Messrs. Lutgens, Einstmann & Co., General Agents of the Great Eastern and Caledonian Gold Mining Co., Limited, have received the following telegram from the manager at the mines:—"Bank of England Shaft. The vein is fully 5 feet in width. Melbourne trial crushings 2 ozs. $7\frac{1}{2}$ dwt. per ton. Concentrates rich." The Melbourne trial crushings, we understand, refer to ore from the Zulu Main Shaft.

RAUB.

The following is the Acting Mining Manager's report for the four weeks ending on 7th April, 1898:—

Raub Hole.—(Main West Crosscut).—The drive has been extended north on the Bukit Impey lode a further distance of 27 ft., making the total distance 52 ft. The lode has slightly improved within the last few days, there being about 5 ft. of quartz and quartz leaders in the face of the drive. It is a little better defined and has a wall on the east side. As yet no gold has been seen in any of the quartz in this drive. I am continuing this drive in hopes of cutting a chute of payable quartz.

Main North Drive.—This has been extended a further distance of 19 ft., making a total distance of 344 ft. The quartz still continues about 8 in. thick, but so far does not carry gold.

Leaders.—We have opened out and are working a small quartz leader between the 120ft. and 60ft. levels. It is like the old leaders worked years ago, rich, but very small, and you have to go over a lot of ground to get a ton of quartz. We are prospecting some other leaders in this evel and hope to pick up some that will pay to work.

Bukit Koman.—(North Drive, No. 1 Level).—The lode in this end has pinched small, there being only about 4 ft. of low grade quartz in the face of the drive. The lode is gradually coming back to its original course, and I am in hopes that it will then carry better ore. It would be advisable at some future date to crosscut, and ascertain whether the old lode does not exist at the back of this make of ore. This drive has been extended 25 ft., making the total distance north of 650 ft.

No. 1 North Winze.—Slow progress is being made with the sinking, owing to the heavy water we have to contend with, it having only been sunk 8 feet during the month, total depth 59 feet. I have started them to rise from the bottom level to connect with this winze, so that we ought to hole through within the next two months.

South Drive (same level).—The new make of quartz reported in my last report still continues. It is about 5 feet thick, of fairly solid quartz and leaders, and carries better gold as we drive on it. I have every reason to believe that this is a new make of quartz, and that it will extend a considerable distance south, as on the surface above this and extending a considerable distance south there are extensive old native workings which I take to be a continuation of this quartz. The drive is now in a total distance south from the crosscut of 834 feet.

No. 5 South Air Shaft.—I have surveyed and started sinking this air shaft at a point situated 200 ft. south from the No. 4 air shaft. This is right in the centre of extensive old native workings, in some places 40 ft. wide. My object in sinking here is to prospect these old workings and ascertain what they have been working. I am of the opinion that they must have had good gold here to induce them to do the extensive work that they have done. Besides prospecting the ground this air shaft will ventilate the south drive and be of use to us when stoping the backs.

Stopes.—The Leading Stope continues small, being only about 1 ft. thick. We are now in better and softer country and I think the quartz will make large again with this change of country.

No. 1 Stope.—This is still stopped in the meanwhile.

No. 2 Stope.—The lode here has increased in size, there being fully 18 ft. of quartz and quartz leaders in the face of the stope. This stope

carries very good gold, some of which is almost good enough to call specimens.

No. 3 Stope has been stope right along between the Nos. 3 and 4 Air Shafts and has now run out. It was about 9 feet wide, of good quartz all the way. I have now started to take a new stope—No. 3—over the back of this, and I expect it to be quite equal to the stope just finished.

No. 4 Stope going north from the No. 3 Air Shaft still continues small, owing to the lode going flat and consequently pinching the quartz at this particular part. In our next stope over this the ore ought to open out again.

No. 5 Stope.—This continues small, and is of low grade ore.

Bottom Level.—The lode in the South Drive continues about 18 feet wide of quartz and quartz leaders. On the west side it is not quite as solid as it was, there being about 3 feet of mullock and leaders on this wall.

North Drive, the lode is about 5 feet wide, of nice solid quartz.

Bukit Jallis.—Very good progress continues to be made with the sinking of this shaft, which is now down a total depth of 250 ft. from the surface. This is very good sinking indeed, considering about two days were lost during the month through the breakage of a gudgeon. Fortunately no damage was done further than the loss of time. Preparations are now being made to put in opening sets and have everything ready to drive for the lode at this the 250 ft. Level.

Battery.—On Monday, the 4th inst., we had the usual rough clean up for the past 5 weeks' work, when 1,390 tons of quartz yielded 3,070 $\frac{1}{2}$ ozs. of amalgam, which is the best rough clean up I have yet had, and which I think can be kept up. During the month several hours were lost through breakage of boiler mountings and leakage of tubes. Crushing was resumed at 7.45 on Monday evening, and has continued steadily since. The average assay of the tailings during the month as they leave the blanket tables has been 4 dwts. 8 grs. per ton.

Electric Installation.—There has been a great deal of sickness both amongst the Europeans and coolies engaged on this work. Mr. Thomas has been laid up with fever, and I am afraid will require to have a change. Mr. Clegg also came in here suffering from fever, and although the fever has left him, is still far too weak to resume work yet. The weather has been very good, and, taking sickness into consideration, very good progress is being made with the work. The pipe line is well in hand, and a start has been made to blast the rock for the flume line to rest on.

GILBERT B. WHYTE,
Acting Mining Manager

ROYAL HONGKONG YACHT CLUB

CLOSING CLUB RACE.

The last of a series of twelve races for the Club prizes was sailed on Sunday, the 17th April. The Championship for the year was won by Mr. J. Hastings' Maid Marian with 66 points, Mr. A. Denison's Erica being second with 60 points. The prizes in the second class were won by Mr. C. D. Wilkinson's Ladybird with 83 points, Royal Engineers' Payne being second with 50 points.

The course was from Kowloon Rock, Channel Rocks, Meyer's buoy, Kowloon Rock, Channel Rocks; 12 miles.

Starters, First Class:—

Active	Mr. H. E. Pollock
Maid Marian	Mr. J. Hastings
Phoebe	Mr. F. H. May
Erica	Mr. A. Denison
Chanticleer	Mr. C. A. Tomes

Second Class:—

Dart	Dr. Clark
Payne	Officers, R.E.
Ladybird	Mr. C. D. Wilkinson

The second class boats started at 1.20 and the first class at 1.30.

There was a flat calm at the starting line with a fairly good breeze to the east of Blackhead's Point. All the boats were anchored until the starting gun went, when Payne and Ladybird got into a light air which took them into the steady wind. Chanticleer, Maid Marian, and Active also drifted into the wind soon after their starting time, leaving Dart, Erica, and Phoebe behind. Erica got away half an hour

afterwards but Dart and Phoebe were near the starting line until nearly half-past two. The Kowloon Rock was rounded by—

	H.	M.	S.
Payne	2	19	15
Ladybird	2	21	55
Chanticleer	2	25	33
Maid Marian	2	30	10
Active	2	33	—
Erica	2	47	30

In the beat up to Channel Rocks, Ladybird went into first place, and the A class closed up on the Ladybird and Payne. Near Meyer's buoy there was a large patch of calm, and the Active worked into first place and Payne got in front of Ladybird. The times at Kowloon Rock the second time were:—

	H.	M.	S.
Active	3	38	5
Chanticleer	3	38	25
Payne	3	42	45
Maid Marian	3	42	15
Ladybird	3	43	15
Erica	3	49	—

In the beat up to Channel Rocks, Chanticleer passed Active and assumed the lead, and Ladybird got in front of the Maid and Payne. Erica had also closed up on the fleet, and passed Payne in the run down. The finishing line was crossed by—

	H.	M.	S.
Chanticleer	4	32	10 first 10 points
Ladybird	4	36	15 first 10 "
Maid Marian	4	36	25 second 4 "
Active	4	37	39 third 1 "
Erica	4	42	14
Payne	4	44	12 second 4 "

Phoebe and Dart only completed one round. The marks made by the boats in the 12 Club races are as follows:—

FIRST CLASS.		
Maid Marian	66	winner of championship.
Erica	60	second prize.
Chanticleer	17	
Meteor	17	
Active	15	
Phoebe	5	

SECOND CLASS.		
Ladybird	83	winner first prize.
Payne	50	second prize.
Dart	42	
Of the other races during the season		
Erica	5	
Chanticleer	17	
Maid Marian	6	
Phoebe	2	
Meteor	1	
Sybil	1	
Active	1	
Chanticleer	1	

Number of races..... 23

HONGKONG SCHOOLS SPORTS.

A BIG ENTRY.

The athletic sports in connection with the joint schools of Hongkong took place at the Happy Valley on Saturday afternoon. The previous gathering of the kind took place in 1894, but the revival has been so successful that there is no excuse for allowing a similar period to again elapse before the next sports are held. A few weeks ago the Hon. Secretary of the Victoria Recreation Club bewailed the lack of sporting feeling among the youth of Hongkong, but it would appear from the exceptionally large number of competitors that the view he took was more pessimistic than it need have been. For the 25 events there were over 1,000 entries. The egg and spoon race proved particularly attractive. As many as 111 names had been given in for this competition, which was run off in five heats and a final. The Old Boys' Bicycle Race, a two miles handicap, created a great amount of interest. C. H. Plinston, 310 yards start, was the winner, A. von Stockhausen, 320 yards start, being second, and J. C. Logan, 50 yards start, third. The weather was dull, and a little rain fell, but not sufficient to seriously interfere with the proceedings. Through the kindness of Captain Rowlandson and officers, the band of the 1st King's Own Royal Lancaster Regiment was in attendance, and went through the following programme, Sergeant William George, Acting Band master, conducting:—March "Miranda," W. R. Reilly; overture

"French Comedy," Kela Bela; selection "Maritana," Wallace; valse "Tanzjubilanten," Fahrbach, Junr; quadrille "Talk o'the Night," Williams; selection "Ernani," Verdi; valse "Toreador," J. P. Royle; galop "Vivat," Likoff. The prizes were distributed by Mrs. Black. The following were the officials:—

Clerks of the Course—Messrs. F. Browne, J. L. Prosser, W. D. Braidwood, and G. A. Woodcock.

Starters—Messrs. T. K. Dealy, J. Livingstone, and W. H. Manners.

Judges—Messrs. W. C. Barlow, B. Tanner, C. T. Robinson, and G. J. W. Hing.

Referee—Mr. G. A. Caldwell.

Handicappers—Messrs. W. D. Braidwood and W. Blayney.

Official Timekeepers—Messrs. W. F. Bamsey and F. Kemp.

The winners of the different heats are given below:—

Long Jump (boys from 13 to 16)—A. Loureiro 1, A. Coates 2.

100 yards Handicap (Boys from 10 to 13)—First heat, J. Wohlters 1, P. Yvanovich 2.

Second heat, W. J. Waddilove 1, R. Abraham 2.

Third heat, A. Ribeiro 1, B. Henriquez 2.

Fourth heat, Lam Ju-kan 1, Choi Po-min 2.

Final heat, J. Wohlters 1, A. Ribeiro 2, B.

Henriquez 3.

100 yards Handicap (Boys from 7 to 10)—

First heat, P. Quincey 1, R. Neubuunn 2.

Second heat, L. Le Breton 1, C. W. Olson 2.

Third heat, P. Maxwell 1, N. Mahomet 2.

Final heat, Quincey 1, Olson 2, Maxwell 3.

Long Jump (Boys from 9 to 13)—C. Humphreys 1, J. Wohlters 2.

100 yards Handicap (Boys from 13 to 16)—

First heat, J. Melendreras 1, D. Carvalho 2.

Second heat, J. Martinez 1, F. W. Shaw 2.

Third heat, A. Loureiro 1, M. D. Silas 2.

C. E. Hastings 2. Fourth heat, Chan Tsau-shing 1, Au Kok-shin 2. Final heat, Loureiro 1,

Hastings 2, Melendreras 3.

One Mile Bicycle Race (Open)—F. J. V. Jorge 1, J. E. Joseph 2, D. E. Belilios 3.

High Jump (Boys from 15 to 18)—J. Melendreras 1, C. Piry 2.

220 Yards Handicap (Open)—First heat, J.

Melendreras 1, D. Carvalho 2. Second heat, A.

Loureiro 1, J. Martinez 2. Third heat, M. D.

Silas 1, A. A. Lopes 2. Fourth heat, A. R. Samy 1, C. E. Hastings 2. Final heat, A. R. Samy 1, A. Loureiro 2, M. D. Silas 3.

120 Yards Hurdle Race (Boys from 13 to 17)

—First heat, A. R. Samy 1, J. Melendreras 2.

Second heat, P. Wilnau 1, M. D. Silas 2. Third

heat C. E. Hastings 1, A. Loureiro 2. Final

heat, Wilnau 1, Melendreras 2, Hastings 3.

High Jump (Boys from 10 to 15)—C. E.

Hastings 1, D. Ramjahn 2.

100 Yards Handicap (Girls under 10)—L.

Silas 1, E. Mieck 2.

100 Yards Handicap (Girls from 10 to 14)—

First heat, M. Marcus 1, E. Lutz 2. Second

heat, M. M. Peterson 1, H. Schmidt 2, A.

Lesbirel 2. Final, Marcus 1, Baker 2, Lesbirel 3.

Quarter Mile Handicap (Open)—First heat,

J. Martinez 1, R. Martinez 2. Second heat,

A. R. Samy 1, A. Loureiro 2. Third heat, C.

C. de Carvalho 1, H. V. Biard 2. Fourth heat,

D. Carvalho 1, M. D. Silas 2. Final, Samy 1,

Carvalho 2, C. C. de Carvalho 3.

210 Yards Handicap (Boys from 7 to 10)—

Frank Marti 1, L. Le Breton 2.

Throwing the Cricket Ball (Open)—R. Ku-

wabara 1, F. E. von Danenberg 2.

Half Mile Challenge Cup.—To be won two

years in succession. Presented by Hon. E. R.

Belilios, C.M.G. (Boys from 14 to 18)—P.

Hyndman, 1, D. Carvalho 2, S. M. Labay, 3.

Skipping Race (Girls from 10 to 14)—E.

Luz 1, M. Craig 2, Let. King 3.

50 Yards Race (Boys and Girls under 7)—R.

Carvalho 1, J. Cortez 2.

300 Yards Flat Race (Chinese boys over 15)

—C. Quincey 1, Lam Ket-sang 2.

600 Yards Handicap (Boys from 13 to 16)—

First heat, D. Carvalho 1. Second heat, M. D.

Silas 2, C. C. de Carvalho 3. Final heat, D.

Carvalho 1, M. D. Silas 2, C. C. de Carvalho 3.

220 Yards Band Race (open to members of

Band only)—Broom 1, Lawrence 2.

100 Yards Three-legged Race (Open)—First

heat, T. Perpetuo and E. A. Pugh 1, F. Gonzales

and M. Hopun 2. Second heat, A. Loureiro

and M. D. Silas 1, A. Marti and G. Remedios

2. Third heat, J. Melendreras and H. V. Biard 1, C. E. Hastings and C. F. Livesey 2. Final heat, Melendreras and Biard 1, Perpetuo and Pugh 2.

Half Mile Obstacle Race (Open)—First heat, A. R. Samy 1, D. E. Belilios 2. Second heat, M. Hopun 1, A. C. Botelho 2. Final heat, Humphreys 1, Pestonji 2, Kinchenot 3.

300 Yards Flat Race (Chinese Boys under

15)—Chan Yau 1, A. D. Mansa 2.

100 Yards Egg and Spoon Race (Open)—First heat, A. R. Samy 1, A. C. Botelho 2, M.

Hopun 2. Second heat, F. M. da Silva 1, J.

Melendreras 2. Third heat, D. Ramjahn 1, L.

Vincent 2. Fourth heat, S. Nera 1, J. Lopes

2. Fifth heat, J. A. Laurence 1, R. Abraham 2.

First heat, Samy 1, Silva 2, Botelho 3.

Bicycle Race (Two-mile Handicap. Old Boys

only)—C. H. Plinston 1, A. Stockhausen 2, J.

C. Logan 3.

Consolation Race (100 yards)—Coates 1, Mar-

tinez 2.

Mr. E. C. Willbram gave a special prize of

\$5 in the girl's consolation race and it was won

by Daisy Mather.

THE ROYAL HONGKONG GOLF CLUB.

QUARTERLY MEETING.

A heavy thunderstorm towards the end of last week has been of material benefit to the links, and the greens have lost their fiery nature, rendering "putting" more certain than for some time past. The entries for the various events were good, and the winner of the Cup in January, 1897, is again fortunate in getting his name engraved on it this year. Following are the returns handed in:—

MACEWEN CUP.

Mr. Pinckney	95	9	86
Mr. G. Stewart	90	3	87
Mr. C. W. May	92	0	92
Mr. W. Taylor	103	10	93

19 entries.

BOGEY CUP.

Mr. G. Stewart	4 down, rec.	2 strokes
Mr. C. W. May	5	0
Mr. H. Pinckney	5	7
Mr. E. F. Mackay	6	12

18 entries.

POOL.

Mr. E. F. Mackay	101	16	85
Mr. G. Stewart	90	3	87
Mr. J. F. Noble	105	15	90
Mr. C. W. May	92	0	92
Mr. J. Hastings	108	12	96

16 entries.

LAWN TENNIS TOURNAMENT.

The following are the results of the Lawn Tennis tournament so far:—

CHAMPIONSHIP.

First Round.

Pinckney beat Slade—6-1, 6-1, 6-1.

Campbell beat Atkinson—2-6, 6-0, 6-0, 7-5.

DOUBLE HANDICAP.

Second Round.

Pinckney and Mackay beat Hazeland and Hollingsworth.

Humphreys and Humphreys beat Mancell and Capell.

Simonds and Langhorne beat Belilios and Smith.

Gedge and Wei On beat Hornby and Danby.

Third Round.

Moberly and Campbell beat Grist and Thomson.

Pinckney and Mackay beat Humphreys and Humphreys.

Simonds and Langhorne beat Gedge and Wei On.

Atkinson and Smith beat Knox and Donald.

"A" SINGLE HANDICAP.

Millward beat Simonds.

Grist beat Mackay.

Moberly beat Mayson.

"B" SINGLE HANDICAP.

Barrett beat Cooke.

Wodehouse beat Woodcock.

CONCEALMENT OF CASES OF PLAGUE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—In view of the fact that it is so difficult for the authorities to obtain information from the Chinese concerning the existence of cases of plague in their houses, would it not be advisable for the Government to consider the expediency of instituting a system of rewards for the giving of information regarding such cases? I believe that such an arrangement was in force during the epidemic of 1894 and it worked satisfactorily on the whole. There is, no doubt, one obvious objection to such a scheme, namely, the fact that many cases of fever would be erroneously reported as cases of plague, but, on the other hand, it would be very useful for the Government to be kept well informed as regards the general health of the community, and, moreover, early information concerning cases of plague might enable the Government to effectually segregate the sick and thus prevent them from communicating the disease to their family or friends. I simply put forward this idea as a suggestion. The Government will doubtless be readily able to ascertain from those who directed sanitary affairs here during the epidemic of 1894 whether the offering of rewards for information concerning plague cases was attended with useful results or not,—I am, sir, yours faithfully,

HENRY E. POLLOCK.

Hongkong, 23rd April, 1898.

PLAQUE MEASURES.

TO THE EDITOR OF THE "DAILY PRESS."

DEAR SIR,—It is gratifying to note that the Sanitary Board has changed some of its measures adopted to grapple with the plague; but it is to be hoped that the following measures which appear to inflict hardship on the people may be modified or done away with.

The medical inspection of vessels from infected ports should be discontinued, as however clever the doctors may be they cannot say that a man suffers from plague before the disease has developed, and it takes six to nine days to shew itself. Moreover, the doctors who conduct such medical inspection can be better employed in looking after the sick and dying. But if the Sanitary Board should think that any good will come of such medical inspection, then let it be conducted in such a way as will not cause unnecessary delay to vessels and passengers, as in the cases of the steamers *Tai On* and *Hoi Tong*.

At present those who die of plague are buried without any ceremony at all. As a rule the Chinese respect the remains of their deceased relatives, so much so that even when their relatives die at such a long distance off as America, they go to the expense of sending the remains back to China for burial. Therefore to bury the bodies of the Chinese without observing their religious rites is just as dreadful as to bury a Christian without reading the burial service over his grave. I think this is a matter that should engage the attention of the Sanitary Board.

The Chinese have not the faintest idea what powers the officers of the Sanitary Board have, and what they haven't, and so it would not be a bad idea to issue a proclamation, setting forth the duties and powers of these officers in connection with the cleansing or disinfecting of houses.

With regard to any furniture or fixtures which it may be found necessary to destroy. I would suggest that compensation should be made in cases where the people are poor and cannot afford to replace the property destroyed, and that the leading Chinese be encouraged to start a subscription for this purpose. The Chinese here are well known for their generosity and it was only the other day when they subscribed enormous sums of money to give cheap rice to the poor people in Canton, and I feel confident that if such a subscription as I suggest were started they would come forward readily.

There is one more point I wish to touch upon, and that is the cleansing of houses. As the cleansing gangs cannot cleanse many houses in a day, it would be far better to leave the Chinese to cleanse their own houses within a

given time, so that all the houses in the infected area may be cleansed in the course of a few days. Let the people be given to understand that if they don't cleanse their houses properly the Sanitary Board will do the work for them at their expense.

In conclusion, if the Bombay new plague rules, quoted by your correspondent Mr. Osborne, are applicable to this colony, I hope the Government will take them into favourable consideration.

Thanking you for the insertion of this letter and enclosing my card.—I remain, yours faithfully,

L. S. K.

Hongkong 24th April, 1898.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—After reading your excellent leader in this morning's issue my "troubled soul" forces me to write, although my talk will finally be probably consigned to the waste paper basket, or be pigeon-holed until the next plague epidemic comes round.

1st.—The causes of the plague are want of sunlight, over-crowding, and the filthy habits of the poorer Chinese. There are probably over thirty lanes within a radius of a quarter-of-a-mile into which are crowded every night from 200 to 300 Chinese, and into which lanes the sun never shines from one year's end to another.

What is wanted to remedy this evil is the hearty interest of one or more of our local philanthropists, who would build, as an experiment, a block of model lodging houses with all necessary sanitary arrangements. The experiment has been tried most successfully in London, where a poor man can get a bed for a penny, a breakfast for a penny, a dinner for twopence, and tea or supper for a penny, or fivepence a day. I am strongly of opinion that the same results could be produced here for ten cents a day. And the most important feature would be habits of cleanliness. All Chinese labourers, chair coolies, cargo coolies, ricksha coolies, and such like, earn easily twenty to twenty-five cents per day, so there is no very great financial difficulty about this suggestion.

2nd.—We are all agreed that what is wanted is to inculcate social habits of cleanliness amongst the Chinese. Hence I would suggest to the Government that free public baths and free latrines for the Chinese should at once enter into their policy. The question at once arises, how to accomplish this desirable object? As an experiment, engage a large godown somewhere in the most crowded district, purchase one hundred Soochow tubs and place them around the walls at reasonable distances, put a tap to each bath and allow the use of soap. If the bather wants hot water it could be easily supplied at say one cent a bucket, as at Shanghai, and each bather should bring his own towel and cloth with him. Suppose you allow half-an-hour to each bather—a very liberal time—that means nearly four thousand five hundred people being cleansed in twelve hours. Say you ultimately had ten bath houses, that means forty-five thousand baths in twelve hours. To each of these places I would establish a free public latrine.

The starting of such a bath house would certainly cost less than a thousand dollars and the up-keep would certainly be less than one hundred dollars per month. It will be argued that the Chinese would not visit these bath houses. I think they would, if no objectionable regulations were attached. There was a man not so long ago I heard of taken to a medical missionary hospital away up the coast, supposed to be suffering from a loathsome skin disease. They put him in a hot bath and it was found to be nothing but filth and dirt. Any observant person will see on going along any side street the improved tendency there is amongst the Chinese to wash themselves.

They squat on the side channels with a small tub of water containing about one pint of water, dip a small cloth in the water, and rub themselves over. Now, if they were encouraged to have a proper bath free they would in my opinion very quickly revel in the luxury. The cleansing of their living and sleeping apartments would follow as a natural consequence.

3rd.—One other item, which I think needs immediate attention, is that into the many drains

and stench traps in the public streets, at least one bucket of water diluted with some disinfectant should be poured every day. There are hundreds of these open brick stench traps on the footpaths of the colony into which no rain can ever run and into which no water is ever poured; which give forth at times some of the vilest smells. No doubt in many there is no water at all, while in others it must have become stagnant and putrid. This duty could easily be delegated to the city scavenger.

Hoping these suggestions may lead to some practical results.—I am, &c.

CLEANLINESS.

Hongkong, 25th April, 1898.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—Your correspondent who signs himself "Cleanliness" is to be complimented on his suggestion that the Government should place free public bath-houses and free latrines in various parts of the colony for the use of the native population. It would be much cheaper in the long run than inviting the plague by filth and then attempting in a spasmodic way to root it out.

If the latrines were, as he suggested, attached to the bath-houses, being sunk into the ground so that the floors were at a lower level than the baths the water flowing out of the baths would flush the latrines and thus keep them clean and free from smell, the water thus doing double work.

I hope another year will see this reform given effect to.

RESIDENT.

Hongkong, 27th April, 1898.

THE DEFENCES OF HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—I note that Sir William Robinson's frank statement as to the defencelessness of Hongkong to a representative of the Press has called down upon him the disapproval of the Secretary of State for the Colonies and apparently of a large following of the Government. Doubtless they would look upon it as a serious indiscretion on his part to acknowledge that successive governments had neglected to put the important colony of Hongkong into a fit state to repel an invading force, and as exposing our weakness to Powers inimical to Great Britain. From their point of view he had no business to make such an exposure of the weakness of Hongkong or to have embarrassed the Government by adding to the pressure which is being brought on them to rectify this glaring error of leaving Hongkong for years an easy prey to an attack in force either from the south, or still more so from the north.

There is, however, another side to this question. Sir William Robinson has on more than one occasion pressed upon the Home Government the necessity of obtaining a strip of territory on the mainland opposite to enable the colony to be placed in a position to repel an invader who might suddenly seize and fortify the Kowloon heights and occupy and fortify Mirs Bay, a course which would render Hongkong untenable.

Did the Government act on his advice? Apparently not, if the reported official denial that negotiations had been going on in Peking to that end last October was correct. I very much doubt if that denial was correct; nevertheless the Government failed to press for the necessary cession of territory, for who can doubt that had the Government insisted on the cession or lease of a few square miles of hilly country the Chinese Government would have successfully opposed it. Goodness knows that we have never lacked for ample excuse for taking it, both on the score of constant breaches of treaties on the part of China and for the murder of many innocent missionaries in various parts of the country at the instigation of the gentry and the officials, crowned by the dastardly murder of defenceless women and children at Kucheng. Germany received the cession of one quarter of a province as compensation for the murder of two missionaries; Russia receives an immense province merely because she wants it, and France a magnificent harbour and the adjacent country because she says she wants that to protect a colony more than a hundred miles away by land and three hundred miles

away by sea, a colony amply provided with excellent harbours. Yet Britain cannot have a few barren hills although in a better position to enforce her demands than any of them.

At whose behest does the British Government refrain from demanding what she has ample cause to seize if not given with good grace, and which is so essential to the safety of Hongkong? Surely not at the behest of those who have for years rendered British Ministers and British Consuls in this part of the world little more than dummies. They cannot, however, longer oppose the will of the country, which is that the safety of Hongkong shall be assured.

Sir William Robinson is not merely the servant of the Government; he is likewise the servant of the British nation, and his first duty is to the country and his next to the Government. He did his duty by the Government in repeatedly pressing on them the needs of the colony he was placed to rule over and he has now merely done his duty to the country in making public the necessity of fortifying Hongkong. Foreign governments were well aware of its weakness and what a prize it would be with its docks, shipping, and immense stocks of coal and naval and military stores, and it would have been courting its seizure to have left it defenceless longer, with the immense increase of naval and military power on the part of other possible foes in the East. It may have been an indiscretion on the part of Sir William Robinson from a party point of view; party rule and party interests are the curse of the country that is sacrificed to them; and indiscretions such as Sir William has been guilty of have been the salvation of the country; Nelson was guilty of similar indiscretions when he used his blind eye for reading signals which would have restrained him from maintaining the supremacy of Britain at sea, and let us hope that British Admirals and British Governors may always be found who are not afraid of committing similar indiscretions.

BRITISH PATRIOT.

Hongkong, 27th April, 1898.

SIR WILLIAM ROBINSON'S ERROR.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—Sir William Robinson has erred in one respect as to pointing out the requisite extension of the colony's frontiers. He says a strip of country extending from Mirs Bay to Capsi-moon is what we require. That is not sufficient; the frontier must be extended beyond Deep Bay to the north-west. Better to advance to the East River on the north than to limit the frontiers so that later we may find another extension necessary.

OBSERVER.

Hongkong, 28th April, 1898.

FRENCH AUDACITY AND BRITISH OBTUSENESS.

[TO THE EDITOR OF THE "DAILY PRESS."]

SIR.—The French Government has the effrontery to practically seize Kwanchauwan on the plea that it is required for the protection of Tonkin, whereas it is merely the first step towards extending the Tonkin frontiers out beyond Kwanchauwan itself, and then say that they intend to maintain the integrity of China, finally crowning it by enforcing a promise that the four southern provinces of China shall be reserved for them. British obtuseness is illustrated by the British Government accepting the assurances of France and China that the present arrangements shall be permanent.

AMAZED.

Hongkong, 28th April, 1898.

CHINESE AMBITIONS AND EUROPEAN NOTIONS.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—In backing up old "Cleanliness," whoever he is, I send the enclosed order as an instance of how the Chinaman is willing to come into the show if we will only encourage him.—Yours, &c.,

PROGRESS.

Hongkong, 28th April, 1898.

(*Enclosure.*)
Dear Sirs.—Be good enough as to send me the undermentioned.

1 doz. gentleman Color Shakespeare Duk size 16 $\frac{1}{2}$.

3 pcs. gentleman front Shirt Lorne front size 16 $\frac{1}{2}$.

And also send me 3 or 4 pcs. for choose gentleman falls sleep and oblige.—Yours faithfully,

HOME RULE AND IMPERIAL DEFENCE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR.—Dr. Tanner has proved that the Irish National Party are not inimical to the British Empire, for he has called upon the Government to rectify the error of leaving Hongkong defenceless with such importunity that he has been ejected from the House for it. Dr. Tanner is to be congratulated on showing to the country and to foreign Powers the fact that Irishmen may fight determinedly for Home Rule and yet be loyal to Great Britain.

IMPARTIAL.

Hongkong, 27th April, 1898.

PRINCE HENRY OF PRUSSIA AT SHANGHAI.

Shanghai, 18th April.

H. R. H. Prince Henry of Prussia arrived in Shanghai yesterday morning and met with a most cordial reception. He was expected throughout Saturday and large crowds gathered on the Bund in anticipation of his arrival; but owing to a dense fog the cruiser *Gefion* was detained for some hours at anchor off Gutzlaff and it was deemed inexpedient to proceed with the journey until Sunday. Shortly before ten o'clock on Sunday morning his arrival at Woosung was telegraphed from the signal station, the steam tender *Victoria* having been previously dispatched to convey him to Shanghai. An enormous gathering representing the élite of Shanghai, including Sir Nicholas Hannen, H.B.M.'s Chief Justice, and the majority of the Consular officials, was present on the Bund to cheer the young Prince, and his arrival witnessed a scene of the greatest enthusiasm. The first indication of his approach was manifested in the cheering on board the German mail *Prinz Heinrich*—an apt coincidence in nomenclature, and subsequently by cheering on board the German man-of-war *Cormoran*, the crew of which manned the rigging and vociferated lustily. The drawing up of the tender at the P. & O. jetty was the signal for another outburst of feeling in which our German cousins were cordially supported. The Prince, who was in the uniform of a German Admiral and looked remarkably well, gracefully acknowledged the welcome of the populace and proceeded to the carriage in readiness for him. The band of the German mail struck up the German national anthem to the strains of which he drove to the German Consulate attended by Dr. Stuebel who came up with him in the tender. An escort of mounted Sikhs followed the Prince to the Consulate, which was reached at 11.35.

What might have proved a very serious accident occurred as His Royal Highness was entering his carriage. The cheering combined with the band caused the horses to become restive and one of them swerved and floundered in an alarming manner. Having regard to the crowd pressing eagerly to obtain a glimpse of the distinguished visitor a serious accident seemed imminent, but the mafoo succeeded in curbing the animal before anybody was injured. A large force of police was in attendance on the front, as also were they in charge of the landing stage, under the personal direction and supervision of the Captain-Superintendent, Captain Pattisson.

The majority of the vessels in harbour dressed ship in honour of the Prince, and the effect was very striking indeed, whilst nearly every houseboat in the river and every German house on shore sported a German flag. The men-of-war proved the exception to the rule and there was no saluting of any kind. Early in the afternoon a smart but happily brief storm came on. It did not prevent His Highness, however, from going out, and in company with Dr. Stuebel,

the German Consul-General, he went for a drive. The Chinese officials went down on Saturday to the Consulate to pay an official call, but retired when it became known that he could not arrive that day. Notwithstanding the fact that it was Sunday, the Prince's visit being so short—the *Gefion* being under orders to sail northwards on Tuesday—the Germans had to proceed with their entertainment without delay. The picnic arranged by the Club Concordia took place at the Mandarin's Grave, near the Pagoda. A large marquee had been erected in which some two hundred ladies and gentlemen including the leading Germans in the community sat down, the band of the *Prinz Heinrich* playing a capital selection of music throughout the afternoon. It was half-past four when Prince Henry arrived, being greeted by wild cheering and unmistakable expressions of loyalty. He was accompanied by Dr. Stuebel and Captain Müller, his *aide-de-camp*. On arriving on the ground the band played "Deutschland, Deutschland, über alles." The Prince then proceeded into the tent where the cheering was renewed. After being introduced to a number of those present he proposed in a short speech the health of the German colony in Shanghai which was most heartily received. The Prince, who was in ordinary civilian clothes, rode a beautiful Australian horse placed at his disposal by Mr. Lehmann of Messrs. Arnhold, Karberg & Co. He appeared to thoroughly enjoy the proceedings and evinced the liveliest interest in the remarkable tomb with its equally remarkable girdle of firs. He inspected the temple also, leaving about five o'clock, riding back across country via Sicawei and the Bubbling Well Road.

Very shortly after his arrival the Prince was visited by Governor K'uei, Provincial Treasurer Nieh, and Tsai Taotai, who drove down to the Consulate from the Foreign Office, whilst cards were left during the afternoon by the representatives of the Foreign Powers.

In the evening a grand dinner was given at the Consulate to which the heads of the leading German firms were invited. The dinner was followed by a reception on a large scale. Over a hundred and fifty ladies and gentlemen, chiefly of the German community, were present and had the honour of being introduced to the Prince. The proceedings passed off brilliantly, and were characterised by great enthusiasm.

It is a remarkable fact that yesterday was the anniversary of Prince Henry's visit to Shanghai in 1880.

Shanghai, 19th April.

Shortly before ten o'clock yesterday morning Prince Henry, drove from the German Consulate to the Foreign Office in the Bubbling Well Road to return the visit of the Chinese officials on the previous day. He wore the uniform of a German Admiral and was accompanied by Dr. Stuebel, H.I.G.M.'s Consul-General, flag-lieutenant Spies, and Captain Müller (*aide-de-camp*). On arriving at the bureau he was cordially received by the representatives of the Chinese Government and remained for a short time in conversation with them. The interview we understand, though so brief was pleasant to a degree. He proceeded immediately back to the Consulate, his progress along the Nanking Road being attentively followed by a large number of people. At eleven o'clock he received the Consular Body, the whole of the Consuls being present. After the usual courtesies had been interchanged the delegation withdrew, and subsequently a number of leading German residents paid their *dévoirs*, as also the members of the Municipal Council. In the afternoon the Prince went for a drive.

Before proceeding to the Taotai's ball Prince Henry dined at the Consulate, when in addition to Dr. Stuebel, Lieutenant Spies and Captain Müller, the commanders of the *Gefion* and *Cormoran* had the honour of being present.

The proceedings at the Consulate on Sunday night passed off with much *éclat* and were highly appreciated by those privileged to attend. The Consul-General invited the heads of the principal German firms in Shanghai to meet the Prince at dinner, there being also present Baron von der Goltz, the Prince's special interpreter, Captain Müller, Lieutenant Spies, the commanders of the *Gefion* and *Cormoran*, and Captain Cüppers of the German mail steamer *Prinz Heinrich*. The room was beautifully decorated with

flags, evergreens, and flowers and a most *recherché* repast was partaken of. There were, however, no toasts submitted. Later in the evening a brilliant reception was held, the great majority of those present being German residents. Owing to the somewhat limited space at the disposal of Dr. Stuebel, only 150 invitations were issued. The guests arrived shortly after nine o'clock and were received in due form by the Prince. His Highness, who was in ordinary evening dress, wore the magnificent star of the order of the Black Eagle, and chatted pleasantly with his delighted compatriots for some considerable time. Afterwards the following brief but excellent musical programme was submitted: Trio, "Adagio in D minor," Mendelssohn, Miss Macleod, (violin), Mrs. A. Korff, (piano), and Mrs. E. Wilkens, (cello); violin solos "Andante," "Glück," and "Bourré," Handel, Miss Macleod; piano solo, "Jägerlied," Mendelssohn, Mrs. Korff. All three executants acquitted themselves in the most finished manner and the applause was both hearty and sustained. Later in the evening supper was served at small tables arranged on the verandah facing the river. Here again the decorations were charming and multitudes of Chinese lanterns of every conceivable size and shape had been requisitioned with the happiest effect. At the Prince's table sat Baroness Von Reitzenstein, Mrs. A. Korff, Mrs. Kirchner, Mrs. G. Melchers, Mrs. Nölling, Consul-General Dr. Stuebel and Mrs. E. Wilkens. The band of the Cormoran was stationed in the conservatory and played interesting selections of music at intervals. It was after midnight when the gathering dispersed, the function having been highly gratifying to all concerned.

Their Excellencies Governor K'uei and Provincial Treasurer Nieh have prepared some very expensive and rare ancient works of art for presentation to Prince Henry of Prussia. The first named official will present a number of milk-white jade carvings and ancient gold work. H.E. Nieh's presents consist of a rare and valuable dark-coloured jade sceptre of the Han dynasty, nearly 2,000 years old, and some fifteen pieces of ceramic art of the Tang dynasty which existed some twelve centuries ago, all of them being most tastefully and expensively set upon stands and enclosed in boxes of beautifully polished red wood lined with bronze and snuff-coloured satin. The last-named official is said to have spent some Tls. 30,000 upon his tribute to Prince Henry.

20th April.

The public tiffin given by the foreign residents of Shanghai to H.R.H. Prince Henry of Prussia took place yesterday afternoon, and proved an unqualified success from every point of view. Originally arranged to be held in the grounds of the Country Club, than which no more suitable or prettier spot could have been chosen, the uncertainty of the weather which prevailed on Monday led the reception committee who had charge of the arrangements to slightly alter their programme, and the *venue* was changed at the last moment to Chang Su-ho's Garden on the Bubbling Well Road. The doubts of the committee as to the atmospherical conditions proved well-founded and the day which opened beautifully fine and bright closed with a most disappointing downpour. The tiffin was laid in the large hall in the gardens, the interior of the building presenting a most charming appearance. In fact it is not too much to say that the decorations were superb. The tables were arranged lengthways with the top table in a semicircle, and these were adorned with a choice profusion of flowers and elegant foliage, whilst the alcoves in the galleries were festooned with greenery and parti-coloured bunting. Around the galleries and hanging from the roof were the flags of the various nations, the German insignia naturally holding the premier place at the head of the room, being supported by the Union Jack on the one hand and the French tricolour on the other. The tiffin itself, which was a triumph from a culinary aspect, was prepared and admirably served by the management of the Shanghai Club and gave the most complete satisfaction. His Royal Highness arrived shortly after one, his entrance being signalled by the town band, which occupied the end gallery, playing "God Save the Queen." The Prince was supported on the right and left by Sir Nicholas and Lady Hannen. . . . All

being stated the tiffin, a very pleasant meal, excellently served, was at once proceeded with.

During tiffin the band discoursed the following capital selection of German compositions: March "Für Konig und Vaterland." Overture, "Flotte Busche" Suppé. Waltz, "Blumen der Lust," Gung'l. Selection of Favourite Airs, Schumann. Waltz, "An der Schönen Donau," Strauss.

On the conclusion of the repast,

Sir Nicholas Hannen rose and said—Ladies and Gentlemen, we are not going to have any speeches to-day, but I am sure you will all join with me in drinking to the health of His Royal Highness Prince Henry of Prussia.

The toast was drunk upstanding, in the most enthusiastic manner, three cheers and a tiger being most heartily given.

The band having again played "God Save the Queen."

His Royal Highness said—Sir Nicholas, ladies and gentlemen, in thanking you heartily for proposing my health, I at the same time wish to express my gratitude to those who so kindly invited me here to-day and who represent all the great and important interests of this thriving commercial community. I therefore beg to be permitted to drink to the prosperity of Shanghai.

This toast was also honoured with three cheers and a tiger, His Royal Highness leading the cheering.

This concluded the proceedings in the Hall and the whole of those present were invited by Mr. J. S. Fearon to adjourn to the grounds of the Country Club. The large majority seized the opportunity of spending what promised to be a highly enjoyable afternoon in the really splendid gardens of the Club, but unfortunately very shortly after their arrival there a downpour of rain put an end to outdoor enjoyment, though it luckily held off long enough for the bicycle ride by twenty young riders on beautifully decorated bicycles, to the music of the Town Band. His Royal Highness was conducted round the grounds and afterwards was photographed in the centre of an influential group. The picture should form a most interesting *souvenir* of what was a most interesting function. The Prince later on in the afternoon returned to the Consulate.

The ball given on Monday by H.E. Kuei Chun, Governor of Kiangsu, H.E. Nieh Chiknei, Provincial Treasurer, formerly Taotai of Shanghai, and our present popular Taotai Mr. Tsai, was decidedly a unique entertainment, for it may be safely said that such an entertainment was never given before to foreigners or Chinese by two high provincial officials and a Taotai. The hour named was ten o'clock, an hour after the time at which Shanghai dances generally begin; and the police evidently had not expected such a crowd, for by ten o'clock the Bubbling Well Road was blocked for some distance, no arrangements having apparently been made to get the empty carriages away; and though a light mist was falling, a large number of the guests had to get out of their carriages some distance down the road and walk. It was a most democratic gathering, nearly all sections of Society sending their representatives to meet the Prince. The large ball-room of the Bureau of Foreign Affairs, beautifully decorated with flags and embroideries of all colours and lighted by electricity, was crowded to its utmost capacity soon after ten, when the Prince arrived, attended by Dr. Stuebel and his staff. A large number of the guests were in uniform, and one or two in Court dress, and these uniforms, with the ladies' beautiful *toilettes*, and the handsome silks of the Chinese officials, made up a very brilliant spectacle, the breasts of many of the foreign officials being covered with medals and orders, some of the members of the Consular body carrying quite a large number of indications of the appreciation which their services have secured from their own and other Sovereigns.

It was with some difficulty that a little space was made for the first two dances, in which the Prince joined, leading off the first waltz with Mrs. Korff. In the third dance, the Lancers, the Prince took Lady Hannen as his partner, the three other couples in his set being Sir Nicholas Hannen and Mrs. Macleod, Dr. Stuebel and Mrs. Schmucker, and M. Rocher (Commissioner of Customs) and Mrs. Uriarte. As

some of the guests began to leave after the third dance, there was more room for those who remained, and the scene became a very lively one. The suite of handsome rooms was well provided with *buffets*, the supply of refreshments of all kinds being most bounteons, and the entertainment was prolonged to a late hour, the ball being recognised as a great success, and the thanks of the community to Mr. Tsai and his superior officers for the charming evening they had given, being freely expressed on all sides.

The proceedings were marked by many expressions of loyalty and patriotic feeling. By far the greater number of those present hailed from the Fatherland and they gave their Prince a most hearty reception. The premises were tastefully decorated for the occasion and the door was in excellent condition. A full programme of dances was gone through with great spirit and the function extended to quite a late hour. The President of the Club, Mr. A. Korff, received His Royal Highness, who was attended by Dr. Stuebel and a number of German naval officers.

Yesterday morning the Prince visited the German school in the Whangpoo Road and complimented Pastor Hackmann on the way the establishment was conducted. Subsequently His Highness visited the institute and reading room in Woosung Road which is greatly used by German sailors.

It had been arranged for the Prince to inspect the German Company of the S.V.C. at half-past five yesterday afternoon, but owing to the heavy rain the idea had to be abandoned. The review of the German-trained troops at Woosung has now been definitely fixed for Thursday morning.

21st April.

Beautiful weather favoured the fourth day of Prince Henry's sojourn in our midst and he took advantage thereof to view the Settlement and the surrounding country. In the morning he went out walking and at one o'clock went on board the German mail steamer *Prinz Heinrich*, where he took tiffin. He was received by Captain Cuppers and the officers and crew of the steamer, being accompanied by Dr. Stuebel and the German naval officers. In the afternoon he cycled out to Jessfield where in the beautiful gardens of Mr. E. Jenner Hogg he witnessed an exceedingly pretty children's bicycle gymkhana. The children, both boys and girls, who were becomingly dressed for the occasion with their bicycles decorated with the German colours, assembled at the Country Club and rode out to Jessfield. The Prince arrived shortly afterwards and expressed himself as highly delighted with what he had seen. The youngsters were naturally most enthusiastic and cheered His Royal Highness cordially.

There were about 150 guests at the ball given in honour of the Prince at the Club Concordia on Tuesday evening and although the space in the large room where the dancing took place is somewhat limited, there was little or no crowding. The building was charmingly decorated, the stage presenting a most striking appearance in wealth of flowers, foliage, and other decorative devices. In the centre of the stage was placed a bust of the Emperor William I, while on either side were arranged busts of the late Emperor Frederick and the reigning Kaiser, William II. The Prince arrived shortly before ten o'clock accompanied by his aide-de-camp (Capt. Muller), the German Consul-General (Dr. Stuebel), and several German officers. An admirable programme of dances, numbering a dozen, was gone through, the music being supplied by the Town Band. His Royal Highness appeared highly gratified with the reception accorded to him and stayed until after midnight. Refreshments were supplied at small *buffets* and a really enjoyable function was brought to a close about two o'clock in the morning.

H.R.H.'s departure for Kiaochau having been postponed to Saturday, the torchlight procession which was to have taken place last night was put off.

If having regard to Kiaochau, it might appear strange that a German Prince should review Chinese troops, still bearing in mind that the garrison at Woosung has been almost entirely tutored by German military instructors, it was only in accordance with the fitness of things that Prince Henry of Prussia should

yesterday have acceded to the invitation extended to him by the authorities to view the capabilities of the soldiers there. Be that as it may, His Royal Highness received a right cordial welcome from all concerned. At his own special request the proceedings were entirely free from officialdom. It had been given out that the Taotai of Shanghai in addition to the Governor and Treasurer of the Province would attend, and that the steam launch *Normand* had been chartered to convey them to the mouth of the Whangpoo, but a communication was conveyed to them that the Prince was only attending in his private capacity, and consequently neither the Bureau of Foreign Affairs or the German Consulate was represented. In this connection a somewhat curious if not laughable mistake has to be chronicled. The *Normand* left the Nanking Road jetty shortly before eight o'clock carrying a fair number of passengers to Woosung, and when a short distance down the river it soon became manifest that the Chinese cruisers in the stream were prepared to salute somebody. On coming to the *Nanshan* it was seen that the yards were manned; there were drawn upon the poop a large number of sailors who presented arms as the launch steamed past, whilst a royal salute was also fired. The same ceremony was gone through on coming to the *Nansui*, the officers in charge evidently thinking that the Governor of Kiangsu as intended was on board.

Prince Henry travelled down in the smart P. & O. tender *Victoria*, arriving at Woosung about ten o'clock. The vessels in the river in addition to a large number of native craft sported the German national colours whilst the entrance to the fortifications was most gaily decorated with flags and bunting. His Royal Highness was received on the pier by Baron Von Reitzenstein, major commanding the troops, and the other German officers, and at once proceeded to the drill ground. He was dressed in ordinary riding costume and was provided with a really handsome white Chinese pony by Instructor Deblets. Riding on to the drill ground where the troops were drawn up he was received with a general salute. The infantry numbering close upon three thousand, with a squadron of cavalry amounting to eighty horsemen, looked remarkably smart, and as their subsequent movements proved have taken full advantage of the strict military tuition which has been imparted to them. The Prince rode down the lines accompanied by Captain Müller, his aide-de-camp, Baron Von Der Goltz, Baron Von Reitzenstein, Count Hon Nayhauss, and other officers, and minutely inspected the arms and accoutrements. Afterwards taking up his position at the saluting base the men marched past, the Chinese band playing most creditably. The soldiers consisting of six companies of infantry, and one company of artillery, marched with the high step, and arm swinging, characteristic of German soldiers, and even if the lines were not particularly straight still the time was perfect. As regards the cavalry no fault could be found with the riding, whether walking or at the double, and their performances reflected the highest credit upon Count von Nayhauss who has charge of this department. Then came a really fine exposition of manual and firing drill, the precision and smartness with which all the various commands were executed putting in the shade many of our own regiments. Whether the naturally slow, lethargic, and desultory Chinamen would be able to so acquit themselves in the hour of danger is another matter, but it is sufficient to say they performed in the most satisfactory manner. The commands were given alternately by German and Chinese officers, and the men at once seizing the word acted wonderfully in concert. Then followed artillery exercise succeeded by some rapid and excellent movements by the cavalry under the command of Count von Nayhauss. The Prince was eminently pleased with what he had seen and complimented the Count on the success which had attended his labours in the interest of the Chinese. He also asked him to convey to the men his sense of appreciation of their work. The review closed with a skirmish on the outside of the parade ground two companies forming respectively the defence and attack. The drill, which included the usual blank firing, was

very well gone through though at time a little lack of combination was noticeable. It was twelve o'clock before the men were dismissed, the proceedings having been attended with the utmost success. A large crowd witnessed the manoeuvres, though it is only fair to say that the Chinese element predominated.

His Royal Highness adjourned to the residence of Baron von Reitzenstein for tiffin, the small but select party consisting of Baron and Baroness von Reitzenstein, Baron von der Goltz, Captain Müller, Captain Spies, Captain Bodenhausen, and Shén Tung-ho, the Chinese Civil Commander of the Forts. In addition luncheon was provided by Count and Countess von Nayhauss at their residence, by Shén Tung-ho, and also by Lieutenant Quassowski and Maschke in Shén Tung-ho's *yan*, to which a large number of guests were invited. At two o'clock His Highness left for Shanghai. He was escorted by Baron von Reitzenstein from the house of the last named, to the *Victoria*, a guard of honour being drawn up along the pier. As the tender steamed away the band played "God Save the Queen," and a Royal salute was fired from the forts.

There will very shortly be some changes in the management of the troops at Woosung and the majority of the Germans, if not all, will be superseded by Chinese officers. Baron Von Reitzenstein practically vacates the command on the 24th instant, giving place to General Li who has been appointed to the position by Viceroy Liu. Most of the German officers' contracts expire during the year—chiefly on the 1st of October, and although some of them may be re-appointed, Chinese officers who have benefited by western instruction will take commissions. Baron Von Reitzenstein whilst giving up the command will stay on a little longer, at the request of Shén Taotai, to advise in points of detail.—*N. C. Daily News.*

[SPECIAL TELEGRAM TO THE "DAILY PRESS."]

SHANGHAI, 25th April.

Prince Henry left here to-day for Foochow.

YANGTSZE INSURANCE ASSOCIATION.

The eighth ordinary general meeting was held at Shanghai on the 22nd April, when the report and accounts were passed without discussion.

The Chairman, Mr. J. M. Young, in moving the adoption of the report, said—The working account of 1896 and former years has continued to run off very satisfactorily, showing a balance at credit on the 31st of December, 1897, of \$187,345.15 out of which it is proposed to pay a dividend of \$6 per share, being 10 per cent. on the paid-up capital of the Association, absorbing \$48,000, and leaving \$139,345.15 to be carried forward, which is expected to prove more than sufficient to meet all known and unknown claims appertaining to those years. I may point out that the dividend proposed is 10 per cent upon the whole of the paid-up capital, although payment for 1,052 shares was only received towards the end of the year. Your directors regret that the same good fortune which attended the Association's operations during the previous five years has not been experienced in this, for although, as far as our advices went up to the date of last meeting, we seemed to have come well out of the terrible disasters of the first quarter of 1897, the remainder of the year turned out very badly, an experience we share with many of the oldest, wealthiest, and largest Insurance Companies at home who command the "pick" of business all over the world. Nearly all our losses have been by first class risks, and when I say there are very few on which loss has been sustained that we would not accept again to-day if offered, I am giving you the best proof that the poor result of our underwriting last year is attributable entirely to an exceptional number of those misfortunes our customers pay us to protect them against. Indeed, I am glad in making this statement to acknowledge the ability and caution of Mr. Jackson and the underwriters and agents who act for us elsewhere, for without that our losses might easily have been more severe. Already last year it was generally admitted at home that rates were too low. This opinion can only have been confirmed by the subsequent experience, and, as there

seems to be an inclination on the part of the great home offices "to do something," I am not without hope of an improvement being effected. It is with pleasure your directors point to the increase in net premia earned, namely, \$515,156.74 against \$426,929.36 in 1896. The losses are, however, considerably heavier, viz., \$280,154.62 or 54.38 per cent. against \$156,133.11 or 36.57 per cent. The working account for 1897 shows a balance on 31st October of \$226,512.92 against \$256,431.08 in the previous year's account. But as pending claims on known casualties are estimated at \$163,000 against \$105,000 last year, your directors are unable to recommend the declaration and payment of a dividend out of this account at present, and they have no doubt this will meet with your approval, as will also the strengthening of the reserve fund by the addition of the premium realised on the 1,052 shares allotted towards the end of last year, as stated in the report, the reserve fund having thereby been brought up to \$516,000. The whole of the Association's 8,000 shares being now issued, with \$60 each paid up, the paid-up capital now stands at \$480,000. The balance of \$85,567.27 at credit of exchange and investment fluctuation account is, as you are aware, a profit on paper only. The percentage of expenses to net premia is 17.83 per cent. against 18.58 per cent. last year. Your directors are satisfied that all the assets of the Association are fully worth what they appear at in the balance sheet. Of the \$123,870.96 due by agencies, premia in course of collection, etc., about \$100,000 have since been received. As regards prospects of the new year, it is too soon to express an opinion, but several heavy losses having already occurred, a return to adequate rates and our former good fortune would be heartily welcome.

THE UNITED STATES CONSULAR REPORT ON HONGKONG.

Under the heading of "Economic Conditions in Hongkong" the following interesting report by Mr. Rounsevelle Wildman, the United States Consul General, has been published in the "Advance Sheets of Consular Reports" issued by the Bureau of Foreign Commerce:—

A brief review of the industrial and commercial situation of the colony during the past year may be of interest. Hongkong, be it understood, is and always has been a free port. It is, in fact, a vast warehouse, the port of departure for the wonderfully rich Kwantung Province, of which Canton is the capital, and, later, for the newly opened West River.

It is, moreover, the transshipping point between India, the Straits Settlements, the Philippine Islands, Japan, and America.

The island of Hongkong, 30 miles square, is not productive, but is so heavily fortified that as a warehouse it is of the greatest importance.

During the past year, trade has met with serious obstacles, the Indian famine, the shortness of crops in other countries, and the embargo placed on the export of rice from China causing a material increase in the cost of food stuffs—notably, the staff of life—and diminishing the purchasing power of the people.

The withdrawal of the Japanese yen from circulation, owing to that country's adoption of the gold standard, caused an embarrassing scarcity of the circulating medium, thereby hampering commercial transactions. For the past few months, trade in imports has been almost at a standstill, and stocks have accumulated in the godowns to an inconvenient extent. In Indian yarn, especially, the importers have felt the situation so keenly that they recently advised the adoption of short time by the Bombay mills, a recommendation which, however, was not heeded. Heavy fluctuations of exchange and uncertainty as to the future of silver have also had a demoralizing effect. At present, however, the scarcity of money is abating. Silver is firmer, although low, goods are being cleared more readily, and the prospects are not unfavourable for 1898.

The discussion as to the advisability of adopting the gold standard goes on in the local press, but so far the Legislative Council has paid no official attention to it. As it is, the commerce of the coast is gradually putting itself on a gold basis. Even in the Chinese shops when you ask the price of an article, "Ten dollars"

is the answer ; and if you hesitate, Lock Hing will add, " That is only \$5 gold, you know." Although there has been a certain depreciation shown on bank stock, owing to the war scare, the Hongkong and Shanghai Banking Corporation alone has added \$1,000,000 to its reserve.

The opening of the West River for 300 miles, as far as the important commercial centre of Wuchow, a place of 40,000 inhabitants, has increased the colony's trade perceptibly. The great natural channel of the West River, the most important water way in Southern China, not only traverses the Kwangtung Province, but enters the Kwangsi, and will eventually tap Yunnan, all provinces of incalculable richness, especially when one takes into account that the last named has a portion of the wealth of Szechuan flowing into it. It was to obtain close communication with these four provinces that France conquered Tonkin. By the peaceful opening of the West River, England has gained the eventual monopoly of this section and has created a rival in Wuchow for Canton, which, up to now, has been Hongkong's sole feeder in China.

The tributary country produces silk, cassia, camphor wood, teas, sugar, tobacco, the fan palm, china grass, and fruits, and is famous for its natural scenery, gorges, rapids, mountain ranges, wonderful caves, subterranean streams, etc.

The English have established a consulate in Wuchow. The country is already a heavy purchaser of American oil and flour, although just at present the Chinese Government has absolutely forbidden the importation of kerosine oil into Wuchow, hoping thereby to force the people to return to the use of nut oil. It is thought the obstruction will be only temporary.

The local industries of Hongkong—sugar refining, etc.—will shortly receive an important addition in the mills of the Hongkong Cotton Spinning, Weaving, and Dyeing Company, Limited, the extensive buildings for which are being rapidly pushed. The capital of the concern is \$1,200,000, in 12,000 shares of \$100 each, with power to increase. Within a few days after the concern was placed on the Hongkong market, the shares were applied for three times over, in spite of the constant allegations as to the stringency of the local money market; and the promoters are contemplating doubling the number of spindles originally projected. The general managers are Messrs. Jardine, Matheson & Co. The prospectus sets forth that the flotation has been deferred, in order to gain the experience of the erection and working of European-managed mills in Shanghai.

These mills are now all running and are proving a practical success, in that they are spinning a very creditable yarn, which is readily bought by natives at a price about 3 per cent. higher than the best Indian spinnings command on the Shanghai market.

The promoters point to the earnings of the Japan mills as evidence of the success that is likely to accrue to the spinning concerns at Shanghai and Hongkong, but I venture to think that the results will be hardly the same. The Japanese dividends average 15 per cent. per annum; but this is obtained at the expense of the plant, for the maintenance and depreciation of which the Japanese make little, if any, allowance. On the other hand, it must be borne in mind that the Japanese purchase a large portion of their new cotton from China, which charges an export duty, and that when the manufactured article returns to China an import duty has to be paid. These charges, coupled with freight both ways, would seem to give the China mills a slight advantage. The raw material can be readily obtained from India and China, and the promise of development in cotton growing in the French colony of Tonkin and in the fertile possession of British North Borneo would seem still further to favour Hongkong.

There has been an active demand for land in Hongkong, both for industrial and residential purposes; and the revaluation of saleable tenements, which will come into force from the 1st of July next, is expected to show a substantial increase in the value of property. The rents of the better class of residences have gone up 15 per cent. during the past year, owing to an increasing value of land and low price of silver. The price of coolie labour has also increased.

An important extension to the navy yard is expected to be commenced during the year, affording employment to a large number of labourers.

It is probable, also, that during the year the rectification of the colony's boundaries may be announced, which, while its principal importance rests on political grounds, will also afford room for industrial expansion and add to the population. The long-coveted Mirs Bay, a number of islands, and a slice of the Kowloon Peninsula, on the Chinese mainland, will be included in the colony.

The census taken January, 1897, gave a population for the whole colony of 236,382, exclusive of the military and naval establishments, showing an increase of nearly 18,000 over the census taken in 1898. This increase would no doubt have been much larger had it not been for the visitations of the plague in 1894 and 1896; and the percentage of increase during the year just expired must, I should think, have been considerably larger than the average of the previous five years.

During 1897 the colony has been almost entirely free from plague, only a few isolated cases, numbering less than twenty in all, having occurred. With the sanitary precautions now taken, there seems little reason to fear the rerudescence of the disease in epidemic form, with its disastrous interruptions to trade and progress.

It is satisfactory to note that port-light dues have been reduced from 2½ cents to 1 cent per ton, the additional 1½ cents having covered the special purpose for which the levy was made, namely, the cost of the construction of the Gap Rock Light. Through the representation of the United States consul, the colonial government has relieved all foreign shipping of a tax in the form of a stamp duty on legal papers, necessary in case of sale, mortgage, or transfer of said vessels.

As an outgrowth of Queen Victoria's diamond jubilee, the colonial government has promised to build, at an expense of over \$100,000, a road completely around the island, some 30 miles, to be known as the Jubilee Road. This, however, is to be done by local taxation, and, as 17½ per cent of all taxes must go for imperial defence, there is some friction over the matter. Consequently, although the road has been surveyed, no work has yet been done. It will be of great benefit when completed, opening new tracts for factories and wharves, as well as furnishing employment for a large number of men.

American trade is obtaining a hold on the colony, and, with common-sense methods, it will increase from year to year, particularly in oil, flour, gunpowder, lumber, aniline dyes, and canned goods.

In conclusion, I think Hongkong may expect a continuance of prosperity during the present year. Whatever changes may take place in the neighbouring countries, they can hardly fail to bring material advantage to the colony.

ROUNSEVELLE WILDMAN, Consul.
Hongkong, 15th January, 1898.

TIENTSIN.

[FROM OUR CORRESPONDENT.]

TIENTSIN, 14th April.

Since the corroboration of the Weihaiwei news and Mr. Balfour's ante-Easter statement there has been a marked lull in our political excitement up here. The Weihai lease came as a complete surprise to all, the previous and emphatic statements of English ministers that Great Britain had no wish to acquire territory in China having put everybody off the scent. Our news from Chefoo was for a time very exciting and warranted the assumption that a more heroic policy was intended. It was that the ships of the fleet were all cleared for action, that the mantlets were down, the sailors sleeping alongside the guns, and that armed sentries were on shore guarding the coal. Our deductions from this was that an ultimatum had been given to Russia to quit Port Arthur, that the Admiral was ready to enforce such quittance, and that war was imminent. It is quite possible that this really was our alternative policy if the Chinese had stiffened their upper lip and under Russian instigation, had refused to lease Weihai. Subsequent blue books and history may reveal that we were within measurable distance of war, much as we were at Bangkok

in the Rosebery ministry. Assuredly had heroic measures been adopted, Russia would have backed down, for at this moment Port Arthur is as defenceless as Aberdeen. Lack of money has prevented the Chinese from doing anything to re-fortify it since the war.

There is much speculation as to the exact nature of our lease of Weihai. Does it include a belt of the mainland as well as the island of Liukungtan? Will it be under the Admiralty, the Colonial office, or the Foreign Office? What attitude will be taken as to the government and citizenship of the ten or twelve thousand natives who live within the range of the forts. I may quote for the possible benefit of official readers that although a very fine potential naval base it is somewhat deficient at present. There are absolutely no docks whatever, the narrow fairway at the western end is dangerous and a vessel drawing more than 24 feet might easily strike the ground in going in after an easterly gale. There is total absence of good drinking water both on the island and mainland. Such water as exists is taken from wells and is brackish and unsuitable for animal consumption. In other respects the locality is altogether admirable as a sanatorium. I suppose there is not a place in the east of Asia which can approach it unless it be the new Tientsin "find" at Peitaiho. Her Majesty's Government will probably do well to establish there its naval and military hospitals. There is some discomfort in the summer during the south wind, but nothing like so much as at Chefoo. The water question is not really serious. For twenty years all the drinking water used in the Navy in North China has been obtained by condensers. Enteric fever has as a consequence almost disappeared from the medical reports. This alone would warrant the Admiralty in extending condensation as the sole source of supply even if the water was good.

The armament is Krupp, supplemented in a few places by Armstrong; but it is quite possible that the Japanese may have considerably modified the former defences. The country around the bay is hilly, somewhat unfertile, and the locality of no great trade or population. There is a poor road, really a bridle path, to Chefoo, distant about 36 or 40 miles. Communication is almost entirely marine. Talienwan lies N. by W. (magnetic) some 120 nautical miles and Port Arthur the same distance N. N. W. ½ W. The harbour is formed by the hilly pear-shaped island of Liukungtan running roughly east and west across the bay. This island is about two and a half miles long and at its widest (western) end about one mile. The hills rise to a height of between 400 and 500 feet. The eastern entrance to the bay is wide, but is more shallow than the narrow western, and is quite unsuitable for big ships. The refuge can be made in all weathers, but a strong easterly wind is followed by a long swell which renders even the deeper way in dangerous to vessels like the *Centurion* and *Powerful*.

Chinese officialdom up here took the news of the cession quietly. There seems to be quite an intelligent appreciation of the true political meaning of the step, viz., that it is entirely and emphatically a measure to prevent Russia exercising a preponderating influence in North China. As such the policy has been adopted none too soon.

To many of us not the least interesting part of the Ministerial statements was the Duke of Devonshire's assurance that the Chinese had requested British assistance in Naval education. Had the new Chinese fleet been entirely dependent on Port Arthur, it would inevitably have come under exclusively Russian influence. It is creditable that our Minister recognized this. Let adverse critics say what they will, it is undeniable that an accession of Chinese Elswick or Stettin built ships would be a very considerable factor of success in a naval war. If their crews were stiffened by a few competent Western officers, the acquisition of their ships by either side might easily decide a great engagement.

We are expecting Prince Henry here next week. It is already understood that the Viceroy will dine with His Royal Highness at the German Consulate on the day of his arrival, that the German community will banquet him and give a garden fete in his honour. It is quite probable that the British community will also show their esteem for the Queen-Empress's grandson; steps have already been taken

to ascertain the sentiments of the general British community on the subject. Many of us are very sensible of the neighbourly feeling displayed by our Teutonic cousins during the last two or three years, and notably on the occasion of Her Majesty's Jubilee.

Re Li Hung-chang's impeachment, nothing more is known beyond the fact that he has been formally and seriously attacked by one of the Censors. The charge is venality, to wit, nothing less than the receipt of a sum of 1,000,000 taels (some say half as much again) to bias him towards a certain treaty. Everything in connection with Li is as great a riddle as the Sphinx, and it is useless to speculate on the likelihood of the truth of the charge. Just as likely as not it is a partizan move to hinder his return to power. The Roman satirist asked *Quis custodes custodiet?* and it might well be asked who will censure the Censors? They assuredly often need it, many of them are what the old English dramatists called "Knights of the Post," ready to sell their censure, their testimony, their souls to the highest bidder.

I referred in a recent letter to the vernacular paper the *Kwo Wen Pao* and the great good it was doing among official Chinese in disseminating political knowledge and in re-publishing the best foreign opinion. Since its establishment the Russians have subventioned the paper by the old device of subscribing for so many copies; they thought this would secure a Russophile tone, and waxed hotly indignant when the management held on a course of fair criticism in which Russian designs and policy in North China were occasionally severely handled. They protested, and complained to the Tsungli Yamen; nothing was done; they then got a Censor on to the job and things looked as if they were about to bum; but lo! Salvation came in the form of a Jap. The latter bought the paper and now conducts it on an ex-territorial basis. The odd thing is that it still continues a well written, intelligently critical paper; it is thoroughly patriotic and well informed and deals its strictures all round with an impartiality as great as it is unprecedented.

The Japanese curiously enough now own four vernacular papers in different parts of China.

CA. TON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

A destructive fire broke out on the 21st instant at 11 p.m. in an oil shop in Tasanh, Kiukiang district. One hundred and seventeen shops were destroyed and the loss is estimated at over one hundred thousand dollars. There were altogether two hundred shops in the place. The cause of the fire is unknown. No lives were lost.

Heavy rain was experienced in Canton and the surrounding districts on the 21st and 22nd instant. In some places the farmers are busily working in the fields to plant the crop, but in others still more rain is wanted before planting can be commenced. The restriction on the slaughtering of swine has been withdrawn, and the people who have been fasting from meat for so long a time are very glad to again have pork for their meals.

On the 23rd instant twenty-three criminals were taken out from the prisons of Nam-hoi and Pun-u and carried in baskets to Tin-tsz-matau for decapitation, and on the following day twenty-seven were taken out from the same prisons and suffered the same penalty.

At few days ago the gunboat *Fou-Po*, which was sent by the Government to convey rice from Chinkiang and Wuhu, arrived at Canton. Her captain, who was discovered to have been cheating the Government, was dismissed. He had taken the opportunity to load a large quantity of rice on board for his own benefit.

H.E. Wu Ting-fang, Minister to America, has forwarded to the Peking Government a plan for organising the army. The plan has been sent by the Emperor to the Sonki Military Court for consideration.

As the Government is seriously embarrassed in pecuniary affairs, the Censors are now using their utmost endeavours to gain the favour of the Emperor by recommending so-called wise ways of raising money. The Government in such hard times is ready to accept any way, wise

or foolish. The Canton Government has recently received a despatch from Peking to levy a tax on shops according to their business, large or small.

On the 24th instant on the arrival of a steamer from Macao, among the passengers who landed were two men carrying a large box, which excited the suspicions of the Lukongs, who opened the box and found therein a girl of about twelve years of age. The men, who were at once arrested, said that they hid the girl in the box in order to cheat the steamer of the passage money. The girl was asked and said that she was ill-treated by her mistress, so that she intended to run away and follow these two men. The girl and the two men were sent to the Namhoi Magistrate for trial.

HONGKONG.

The dispute between America and Spain has been the all-absorbing topic of conversation during the week. On Saturday evening, in pursuance of instructions from home, the Acting-Governor issued a proclamation of neutrality, and in consequence on Sunday the greater part of the American squadron cleared out of the harbour for Mirs Bay, the remainder following on Monday. On Tuesday Mr. Williams, the American Consul, arrived in Hongkong from Manila, and the following morning he and one of the chiefs in the late insurrection in the Philippines joined the fleet and sailed with it the same afternoon for Manila. The *Esmeralda* sailed for the same port on Thursday. Last Saturday was St. George's day, and the King's Own celebrated it by trooping the colours, making a very fine display. The Hongkong Schools sports, held at Happy Valley on Saturday afternoon, were a great success, there being over 1,000 entries.

At a meeting of the Gymkhana Committee held on Tuesday it was arranged to hold the second meeting on the 21st May.

The small river steamer *Chingpo*, which was recently beached near Doshing in a damaged condition has been floated off by means of two cargo boats and is being towed to Hongkong for sale.

Messrs. Bradley & Co.'s steamer *Sishan*, which left Hongkong on 22nd April for Swatow, put back the following morning and went to the Kowloon Docks. It appears that she had touched a rock near Middle Rock, and as she was found to be leaking after the accident she returned for repairs.

At about one o'clock on Saturday an accident occurred at 276, Praya West, which resulted in the death of one man. Two men were engaged in loading a cargo boat with bags of rice when a number fell on to them, killing one outright and injuring the back of the other. The latter was taken to the Government Civil Hospital.

A ricksha coolie named Tse Yat was on 22nd April fined \$5 by Commander Hastings for behaving in a disorderly manner the previous day. Defendant was engaged by a European who had just arrived by one of the steamers. At the end of an hour and a half defendant was offered 40 cents. He did not think this was enough, and he accordingly became abusive. The European appealed to P.C. Lippincott, who told him to pay the coolie his legal fare—25 cents. He did this, whereupon defendant again became abusive and had to be arrested.

At the eighth annual meeting of the District Grand Chapter of Hongkong and South China held on the 28th April M. E. Comp. L. Mallory presided, and invested the following Officers for the year:—D. Third Grand Principal, R. Cooke; D.G. Scribe E., A. O'D. Gourdin; D.G. Scribe N., F. W. Heuermann; D.G. President Committee of General Purposes, J. D. Christie; D.G. Treasurer, G. J. W. King; D.G. Registrar, John Bryant; D.G. Principal Sojourner, G. A. Caldwell; D.G. First Assistant Sojourner, W. C. H. Hastings; D.G. Second Assistant Sojourner, F. W. Wright; D. G. Sword Bearer, F. Salinger; D. G. Standard Bearers, E. T. Bond, F. W. Edwards, D. McDonald, T. G. Gowland; D.G. Director of Ceremonies, G. P. Lammert; D.G. Deputy Director of Ceremonies, R. Mitchell; D.G. Assistant Director of Ceremonies, H. E. A. Hoile; D.G. Organist, C. W. Longuet; D.G. Janitor, J. R. Grimble; Unofficial members, G. C. Anderson and W. L. Ford.

On Friday evening a coppersmith accidentally slipped into the water at No. 2 Dock, Hung Hom, and was drowned. The body was recovered at about four o'clock on Saturday morning and conveyed to the mortuary.

A woman residing with her husband on the ground floor at 34, Bridges Street, committed suicide on 22nd April. The couple did not live very comfortably together, as the husband persisted in spending his evenings in an opium divan. They had a quarrel on Thursday evening and the man went out as usual. On returning home at about five o'clock yesterday morning he found his wife laying down with her throat cut, a vegetable chopper lying beside her. She was not yet dead. He called the police and Dr. Jordan was sent for, but on his arrival the woman was dead.

At the regular meeting of the Victoria Chapter, No. 525, E.C., held on Monday evening, M. Ex. Comp. E. C. Ray, acting for the D. G. Superintendent, attended by the D. G. Officers, installed the three Principals elect for the ensuing year, namely, M.E.Z., M. Ex. Comp. D. Macdonald; H., Ex. Comp. R. Mitchell; J., Ex. Comp. G. J. B. Sayer; after which the M.E.Z. invested his officers as follows:—Sc. E., Comp. G. Piercy, Jr.; Sc. N., Comp. G. C. Hayward; P.S., Comp. J. Lochead; 1st A.S., Comp. F. M. Richardson; 2nd A.S., Comp. H. W. Kennett; Treas., Comp. M. M. Tackey; St., Comp. J. J. Bryan; D.C., Comp. B. Brotherton Harker; Janitor, Comp. J. Maxwell.

At a Regular Convocation of United Chapter, No. 1,341, E.C., held on 21st April, M.E. Comp. F. C. Ray (in the absence of M.E. Comp. the Hon. C. P. Chater, D.G. Superintendent), attended by D.G. Officers, installed the following Principals for the ensuing year:—M.E.Z., E. Comp. W. C. H. Hastings; H., E. Comp. H. E. A. Hoile; J., M.E. Comp. W. L. Ford. The M.E.Z. invested his Officers as follows:—Scribe E., M.E. Comp. G. J. W. King; Scribe N., Comp. J. Wheale; Principal Sojourner, Comp. W. H. Smith; 1st Assist. S., Comp. J. Blake; 2nd Assist. S., Comp. G. W. Watling; Treasurer, M.E. Comp. W. Baker; D.C., Comp. W. H. Woolley; Steward, Comp. J. R. Grimble; Janitor, Comp. J. Maxwell.

The charge against the clerk named Lo Chi, who was the other day fined \$10 for behaving in a disorderly manner in Upper Station Street and obstructing Frank Allen, sanitary inspector, in the execution of his duty, was re-heard at the Magistracy on 23rd April. Mr. Bryan, Assistant Sanitary Surveyor, said complainant, Frank Allen, was an inspector of nuisances and acted under his orders. He remembered giving him written instructions on the 16th to the effect that the house No. 8, Upper Station Street, was to be cleansed and the partitions to the cubicles destroyed. At about 12 o'clock on Monday Mr. Harker called to see him in reference to the matter, and asked him if the tenant could cleanse his own house out. He replied, "Most certainly; I should be very glad of him to do it." At about half-past two the same day he went to the house himself, complainant accompanying him. He instructed the tenant to cleanse the house and to destroy the partitions to the cubicles, adding that unless he had cleansed the house by the time the Inspector came round the Inspector would have to send his own gang, as the work could not be delayed. In answer to Commander Hastings, witness said he generally gave shops 48 hours' notice and tenement houses 12 hours' notice. He visited the house on the Saturday and told the interpreter to tell them to clean the house out. He did not give the tenant a permit to have the house cleansed. Such a permit was not required. If a house was cleaned when the Inspector visited it it was all right. In reply to Dr. Clark (Medical Officer of Health), who represented the Sanitary Board, witness said that when he visited the house again on the afternoon of the 19th he found that the house had been cleansed. Commander Hastings said he could not understand why the Inspector should take a gang of coolies to do work the occupants of the house were willing to do themselves and were doing before the Inspector's men got there. Mr. Reece, who appeared for defendant, said he could produce evidence that the work had really commenced on Monday. It was resumed at half-past five on Tuesday morning, and was actually going on when the Inspector came. Defendant was discharged.

COMMERCIAL.

TEA.

EXPORT OF TEA FROM CHINA TO GREAT BRITAIN.

	1897-98	1896-97
	Ibs.	Ibs.
Canton and Macao	5,948,752	6,287,826
Shanghai and Hankow ..	15,201,201	19,119,126
Foochow	12,160,708	12,749,506
Amoy	685,651	616,350
	33,996,312	38,774,808

EXPORT OF TEA FROM JAPAN TO UNITED STATES AND CANADA.

	1897-98	1896-97
	Ibs.	Ibs.
Yokohama	26,826,182	27,567,053
Kobe	15,778,817	11,961,212
	42,611,909	42,528,272

SILK.

CANTON, 15th April.—Tsatees and Re-Reels.—Nothing doing; prices nominal. Filatures—Have been in little demand, especially during the latter part of the fortnight. The general tone of trade remains very dull. From prices paid we quote: \$750 for Kwong Sun On 11/13, \$730 for Kum King Cheong and Wing Tung Lun 11/13, \$710 and \$705 for Kum King Cheong 13/15, and Hing Loong Cheong 13/15, \$687½ for Victoria 11/13. Short-reels.—American business is almost at a stand-still there being too much war talk. Reports on the 1st crop are more favourable. Waste—A good business has been done at former prices. Stocks.—Tsatees, nil. Filatures, 1,000 bales.

SHANGHAI, 25th April.—(From Messrs. A. R. Burkhill & Sons' Circular).—Since the date of our last circular the London market has remained unchanged, and Blue Elephants are still quoted 10/9, the quotation from Lyons for Gold Kiling is Fcs. 27.25. Raw Silk.—The market is unchanged, another parcel of Mountain 4 and 5 has been sold at low rates. In Yellow Silk some business has been done, and prices are firm. Arrivals, as per Customs Returns, 16th to 22nd April are, 117 bales White, 65 bales Yellow, and 1,102 bales Wild Silks. Re-reels and Filatures.—Several small parcels of 3rd Choice Steam Filatures have been settled on an average price of Tls. 665, and some Hand Filatures, Market chops, 3 and 4, have been done at quotation below. In all about 100 bales have changed hands. The Export of Steam Filatures to date is: 5,570 bales to America, 3,803 bales to the Continent, 58 bales to Japan and 24 bales to London. Wild silk.—About 100 bales have been settled. Stocks are accumulating and the market is weak. Pongees.—About 1,000 pieces White Pongees, 21/22 X 70 yards X 55/56 oz. X 5 per cent. congee have been contracted for at Tls. 16.60 per piece, delivery in five months. Waste Silk.—Nothing doing. The large arrivals of Tussah Waste go to fill old contracts made in January and February.

Prices calculated by Maerten's Tables at 11 per cent.; Exchange 2/6½; Freight Tls. 7.45 per bale:

	Tls.	Stls.	per pel. per lb.
Tsatees—Mountain 4	472½	10 4	
5	462½	10 1½	
Yellow Silk.—Mienchew	350	7 9	
" Meeyang (common)	300	6 8	
" Fooyung	300 a 335	6 8 a 7 5	
" Kopun (common)	270	6 0	
Yellow Silk.—Szechong	237½	5 4½	
Hand Filature.—			
Market Chop 3 & 4	472½ a 462½	10 4 a 10 2½	
Steam Filature—Third Choice, 13-15	665	14 4½	
Wild Silk—Tussah Filature 8 Cocoons	272½	6 1	
" Three Joss Chop			

EXPORT OF SILK FROM CHINA AND JAPAN TO AMERICA.

	1897-98	1896-97
	bales.	bales.
Shanghai	12,217	8,129
Canton	11,296	4,199
Yokohama	32,279	21,411
	55,782	33,639

EXPORT OF SILK FROM CHINA AND JAPAN TO EUROPE.

	1897-98	1896-97
	bales.	bales.
Shanghai	48,516	52,870
Canton	21,890	23,318
Yokohama	18,140	20,138
	89,114	96,526

CAMPHOR.

HONGKONG, 29th April.—The decline in prices continues. Quotations for Formosa are \$14.00 to \$4.50. Sales, 250 piculs.

SUGAR.

HONGKONG, 29th April.—The market has been less active and prices are weaker. Quotations are:—

Shekloong, No. 1, White	\$7.24 to 7.27	per pel.
do. " 2, White	6.98 to 7.02	"
Shekloong, No. 1, Brown	4.77 to 4.80	"
do. " 2, Brown	4.65 to 4.76	"
Swatow, No. 1, White	7.11 to 7.14	"
do. " 2, White	6.89 to 6.90	"
Swatow, No. 1, Brown	4.67 to 4.70	"
do. " 2, Brown	4.54 to 4.58	"
Foochow Sugar Candy	11.15 to 11.20	"
Shekloong	9.92 to 9.95	"

MISCELLANEOUS EXPORTS.

Per steamer *Glenshiel*, sailed on the 18th April. For London:—249 casks soy, 19 cases bristles, and 3 packages merchandise.

Per steamer *Ernest Simons*, sailed on the 23rd April. For France:—277 bales raw silk, 16 cases silk piece goods, 4 cases effects, 400 cases cassia, 125 packages tea, 67 bales galangal, 50 bales waste silk, and 21 rolls matting. For London:—101 bales waste silk, 2 cases silk piece goods.

OPIUM.

HONGKONG, 29th April.—Bengal—There has been a further fall in prices owing to the improvement in the exchange on India. Latest figures are as follow:—New Patna \$682, Old Patna \$715, New Benares \$680, and Old Benares \$677½.

Malwa.—The market has ruled dull, and prices have further given way. Current figures are as under:—

New	\$509 with allowance of 2 to 3 ct.
Old (2/3 yrs.)	\$820 " of 3 to 4 "
" (4/5 "	\$850 " of 1 to 3 "
" (8 7 "	\$900 " of 1 to 3 "

Persian.—Prices have ruled steady and a fair amount of business has taken place. Rates close at \$490 to \$530 for Oily and at \$540 to \$670 for Paper-wrapped drug according to quality.

To-day's stocks are estimated as under:—

	PATNA.		BENARES.		MALWA.	
DATE.	New.	Old.	New.	Old.	New.	Old.
1898.	\$	\$	\$	\$	\$	\$
Apr. 23	693½	720	692½	690	800	
Apr. 24	693½	720	692½	690	800	
Apr. 25	691½	717½	690	690	800	
Apr. 26	687½	717½	687½	687½	800	
Apr. 27	685	715	685	682½	800	
Apr. 28	682½	715	680	680	800	
Apr. 29	682½	715	680	677½	800	

COTTON.

HONGKONG, 29th April.—Small transactions. The market closes weak. Stocks, about 4,000 bales.

Bombay	\$16.00 to 19.00	p. pl.
Kurrachee	" to "	"
Bengal (New), Rangoon,	17.00 to 19.50	"
and Dacea	"	"
Shanghai and Japanese,	21.00 to 22.00	"
Tungchow and Ningpo,	21.00 to 22.00	"
Madras (Best),	" to "	"
Sales: 600 bales Bengal (New), Rangoon, and Dacea.		

RICE.

HONGKONG, 29th April.—Demand has been small and prices have fallen. Quotations are:—

Saigon, Ordinary	\$2.95 to 3.00
" Round, good quality	3.55 to 3.60
" Long	3.80 to 3.85
Siam, Field, mill cleaned, No. 2	3.45 to 3.50
" Garden,	No. 1 .. 3.90 to 3.95
" White	4.80 to 4.85
" Fine Carg.	4.94 to 4.97

MISCELLANEOUS IMPORTS.

HONGKONG, 29th April.—Amongst the sales reported during the week are the following:—

YARN AND PIECE GOODS:—Bombay Yarn.

Composition Nails	— to —
Japan Copper, Slabs.....	35.00 to —
Tiles	29.00 to —
Tin	— to —
per box.	
Tin-Plates	6.10 to —
per cwt. case	
Steel $\frac{1}{2}$ to $\frac{1}{4}$	5.75 to —
SUNDRIES	per picul
Quicksilver	130.00 to —
per box	
Window Glass	4.35 to —
per 10-gal. caes	
Kerosene Oil	1.89 to —

SHANGHAI, 23rd April.—(From Messrs. Noël Murray & Co.'s Piece Goods Trade Report).—There is an indescribable feeling of uncertainty over the trade still which is hampering business very considerably, and it has not been lessened by the reported outbreak of hostilities between the United States and Spain. The first effect of this appears to be a rise in Colton at home, followed by a prohibitive advance in prices in Manchester, in consequence of which holders of these goods have been advised not to hurry sales. What the effect will be on American makes seems more doubtful, but the inclination appears to be to sell, judging by the transactions reported this week. As regards the political complications that more nearly concern us, nothing further has transpired since the announcement of the British determination to occupy Wei-hai-wei, when the Japanese evacuate it next month, as an offset to Russian occupation of Port Arthur and other Ports in the North. How this will in any way protect British trade with the Northern Provinces remains to be seen. Attention during the interval has been paid mostly to American makes, some fair lines of which have found buyers from stock at about previous prices, but forward enquiry is quiet. In Manchester makes transaction have been on quite a retail scale and very little forward buying has been indulged in. Firmer prices were paid at the Auctions for most of the goods offered. Rather more favourable advices have come in from the Oatports and clearances generally are fair. The Newchwang market is slightly better and should improve, considering the good prices being realised for all kinds of produce. In Tientsin deliveries are going on more freely and a steady business is being done in American Sheetings especially. The Hankow market is steadier and there is a better demand for 12 lbs. and 10 oz. heavy Shirtings. Local Mills.—The progress of this industry is shown by the declaration of a three per cent. dividend on it; capital by the International Cotton Manufacturing Co., Ltd., and placing Tls. 30,000 against its overdraft with the Banks, as the result of the last six months' working, which is equal to about 15 per cent. per annum. This is rather a contrast to the Japanese Mills that are suffering from over production, and it has been proposed that the export should be encouraged by fictitious means, which can only have one ending.

METALS, 25th April.—(From Messrs. Alex. Bielfield & Co.'s Report):—From the north are not such as to improve the market, Tientsin having ample stocks to meet present demands. Newchwang requiring very little and Chefoo with only a fair demand, which there is no hurry to meet. As a result of these reports and telegrams from home, where prices are easier, the market has been flat, with a tendency to let holdings go, or even to book orders slightly below quotations. This is especially the case in Nailrods, which may be had at less than in the contract we quote. The following has been done:—280 tons Bar Croppings, square, flat and round at 100s. to 105s. c.i.f., 300 tons S'haia Nailrods at 124s. c.i.f., 3,300 kegs Wire Nails at 9s. 3d. c.i.f., 450 tons Bar Iron at 126s. to 129s. c.i.f., 200 tons Cart Tyres at 107s. c.i.f., 50 tons Boiler Tubes at 9s. c.i.f.

EXCHANGE.

FRIDAY, 29th April.

ON LONDON.—

Telegraphic Transfer	1/10 $\frac{1}{2}$
Bank Bills, on demand	1/10 $\frac{1}{2}$
Bank Bills, at 30 days' sight	1/10 $\frac{1}{2}$
Bank Bills, at 4 months' sight	1/10 $\frac{1}{2}$
Credits, at 4 months' sight	1/10 $\frac{1}{2}$
Documentary Bills, 4 months' sight	1/11

ON PARIS.—

Bank Bills, on demand	2.36
Credits, at 4 months' sight	2.40 $\frac{1}{2}$

ON GERMANY.—

On demand	1.91
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ON NEW YORK.—	
Bank Bills, on demand	45 $\frac{1}{2}$
Credits, 60 days' sight	46 $\frac{1}{2}$
ON BOMBAY.—	
Telegraphic Transfer	140
Bank, on demand	141
ON CALCUTTA.—	
Telegraphic Transfer	140
Bank, on demand	141
ON SHANGHAI.—	
Bank, at sight	74 $\frac{1}{2}$
Private, 30 days' sight	74 $\frac{1}{2}$
ON YOKOHAMA.—	
On demand	7 % pm.
ON MANILA.—	
On demand	1 $\frac{1}{2}$ % pm.
ON SINGAPORE.—	
On demand	1 $\frac{1}{2}$ % pm.
SOVEREIGNS Bank's Buying Rate	10.67
GOLD LEAF, 100 fine, per tael	56.25

JOINT STOCK SHARES.

HONGKONG, 29th April.—The market has continued dull and inactive, and rate shows a further decline. The approaching settlements and the difficulty of obtaining advances on stocks have accentuated the weakness reported last week.

BANKS.—Hongkong and Shanghais have continued quiet with a small business at 183 per cent. prem., and at time of closing are inquired for in a small way at that rate. Nationals unchanged and neglected.

MARINE INSURANCES.—China Traders have changed hands at \$63 and \$63 $\frac{1}{2}$, closing with sellers at the latter rate. Unions and Cantons have changed hands in small lots at quotations, whilst Yangtszes and North Chinas continue dull and without business. Straits remain out of the market at \$11 $\frac{1}{2}$.

FIRE INSURANCES.—The market is still neglected, with no business to report, Hongkongs closing at \$33 $\frac{1}{2}$ and Chinas at \$98.

SHIPPING.—Hongkong, Canton, and Macaos have changed hands during the week at \$27 $\frac{1}{2}$, \$27 $\frac{1}{2}$, and \$26 $\frac{1}{2}$, closing with sellers at the last rate for cash and at equivalent rates May and June. Indos have declined to \$60 $\frac{1}{2}$ after small sales at \$62 and \$61, market closing steady at \$61. Douglasses continue unchanged with sales at \$58. China Manilas neglected with sellers and no sales at quotation. China Mutuals unchanged and without business.

REFINERIES.—China Sugars have suffered a sharp decline; with shares on offer in the early part of the week at \$166 and no buyers, the rate quickly fell without sales to \$162 and \$161, at which a few shares changed hands; at time of closing the market is quiet at \$161, although shares could be placed at that rate with advance facilities, or what is locally known as "ex Bank;" shares are inquired for at equivalent rates forward. Luzons remain neglected at quotation, but holders are not offering to part at the present rates.

MINING.—Punjoms have ruled very quiet and weak with only very small sales at quotation. Olivers, Balmorals, and Jelebus continue quiet and neglected at quotations, with a small business to report. Raubs have changed hands in fair lots, chiefly on Singapore orders, at \$28, \$27 $\frac{1}{2}$, and \$27 $\frac{1}{2}$, closing steady at \$28 $\frac{1}{2}$. Shares are enquired for forward without finding sellers. Charbonnages continue dull and sales have been reported at \$130. The local managers advertise a new issue of shares, applications to close on 1st May. No particulars are published, but it is understood that is the intention of the Direction to reduce the present capital by half, making shares francs 250 in lieu of francs 500, and issuing 4,000 new shares of francs 250 each to the extent of francs 1,000,000. It is believed that present shares will have the preference in the new allotment, but there appears to be some doubt about it, inasmuch as a telegram lately received urges the advisability or the necessity of allotting a large proportion to the public.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands have been on offer during the week at \$73 without leading to business and close with sellers at that rate. Hotels have ruled quiet with small sales at quotations. West Points and Humphreys have been offering at quotations without business.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks have suffered by the general set-back and have changed hands at 253 to 252 per cent. prem., and a small

forced sale has been reported at 250. Shares could be placed forward, but holders will not part at equivalent rates. Kowloon Wharves have been enquired for at \$54 $\frac{1}{2}$ and small sales have resulted; more shares could be placed at that with "financial facilities." Wanchais have changed hands at \$41.

MISCELLANEOUS.—Green Islands continue dull with sellers of old issue at \$28 and new at \$12 $\frac{1}{2}$. Watsons have changed hands at the reduced rate of \$11 $\frac{1}{2}$. Nothing else to report under this heading.

Closing quotations are as follow:—

COMPANY.	PAID UP.	QUOTATION.
Banks—		
Hongkong & S'hai...	\$125	184 $\frac{1}{2}$ % prem.
China & Japan, prf.	£5	nominal
Do. ordinary...	£4	nominal
Do. deferred...	£1	£5.5s.
Natl. Bank of China		
B. Shares	£8	\$18
Founders Shares..	£1	\$18
Bell's Asbestos E. A....	£1	nominal
Campbell, Moore & Co.	\$10	\$8, ex div.
China Sugar	\$100	\$151, sal. & sellers.
Cotton Mills—		
Ewo....	Tls. 100	Tls. 100
Hongkong	\$40	\$27 $\frac{1}{2}$, sellers
International	Tls. 100	Tls. 110
Lacu Kung Mow ...	Tls. 100	Tls. 104
Soyche	Tls. 500	Tls. 520
Yahloong	Tls. 100	Tls. 90
Dairy Farm Co.	\$6	\$5 $\frac{1}{2}$
Fenwick & Co., Geo....	\$25	\$30, buyers
Green Island Cement...	\$10	\$27, sales
Do. New Issue....	\$24	\$12 $\frac{1}{2}$, buyers
H. & China Bakery ...	\$50	\$33
Hongkong & C. Gas ...	£10	\$125
Hongkong Electric ...	\$10	\$9 $\frac{1}{2}$, sellers
H. H. L. Tramways ...	\$100	\$106
Hongkong Hotel	\$50	\$53, buyers
Hongkong Ice	\$25	\$106, sales
H. & K. Wharf & G...	\$50	\$54 $\frac{1}{2}$, buyers
Hongkong Rope.....	\$50	\$164, sellers
H. & W. Dock	\$125	250 p. ct. prem. =
Insurances—		[\$43 $\frac{1}{2}$, buyers
Canton.....	\$50	\$137 $\frac{1}{2}$, sal. & buyers
China Fire	\$20	\$98, sellers
China Traders'	\$25	\$63, sal. & sellers
Hongkong Fire	\$50	\$332 $\frac{1}{2}$, sellers
North-China	£25	Tls. 200, buyers
Straits	\$20	\$11 $\frac{1}{2}$, sellers
Union	\$50	\$225, sales
Yangtsze.....	\$60	\$134, ex div. sel.
Land and Building—		
H. Land Investment.	\$50	\$73, sellers
Humphreys Estate...	£10	\$8 $\frac{1}{2}$, sellers
Kowloon Land & B.	\$30	\$17, sales & sellers
West Point Building	\$40	\$20, sellers
Luzon Sugar	\$100	\$35, buyers
Mining—		
Charbonnages	Fcs. 500	\$183, sales
Great E. & C'donian	£5	\$5, sellers
Do. Do.	£2 $\frac{1}{2}$	\$2.30, buyers
Jelebu	£5	\$1.40, buyers
New Balmoral	\$1	\$1.00, sellers
Do. Preference ...	\$1	\$1.20, sellers
Oliver's Mines, A....	£5	\$18, sellers
Do. B....	£2 $\frac{1}{2}$	\$5 $\frac{1}{2}$, sellers
Punjom	£5	\$1, sales
Do. Preference...	£1	\$1.70, sellers
Raubs	14s. 10d.	\$284, buyers
New Amoy Dock	\$10	\$18, sales
Steamship Coy.—		
China and Manila ...	\$50	\$81, sellers
China Mutual Ord...	£10	£7 10s., buyers
Do. Preference...	£10	£5 5s., buyers
Do. Do.	£5	£2 12s. 6d., buyers
Douglas S. S. Co. ...	\$50	\$58, sales
H. Canton and M...	£15	\$26 $\frac{1}{2}$, sellers
Indo-China S. N. ...	£10	\$61, sales & sellers
Tebrau Planting Co.	£5	\$5, sellers
Do.	£2	\$3, sellers
United Asbestos.....	\$2	\$1.40, buyers
Do.	\$10	\$10, nominal
Wanchai Wareh'se Co.	\$37 $\frac{1}{2}$	\$41, sales
Watson & Co., A. S....	\$10	\$11 $\frac{1}{2}$, sellers

J. V. Y. VERNON, Broker.

SHANGHAI, 25th April.—(From Messrs. J. P. Bisset & Co.'s Report)—The market has been very dull during the week, on account chiefly of the scarcity of money. The news of hostilities between Spain and the United States of America has had a tendency to weaken Hongkong and Shanghai Bank shares. Banks.—Hongkong and Shanghai Banking Corporation.—No local business has been reported this week, on account of the absence of

\$63, but are held for \$65. Canton shares have improved in Hongkong to \$137. Straits shares are offering at \$12. Fira Insurance.—No business reported. Shipping.—Indo-China S. N. changed hands at Tls. 45 cash, Tls. 45 for April, Tls. 48.50 for June, and Tls. 47.50 for July. Docks, Wharves, and Godowns.—Shares in Boyd & Co. are offering at Tls. 200, and in S. C. Farnham & Co. at Tls. 173. Shanghai Dock shares suddenly dropped to Tls. 75 for 31st July, but have since been placed at Tls. 75 cash. Hongkong & Whampoa Dock shares were purchased from Hongkong at 253 per cent. premium. Shanghai & Hongkew Wharf shares were sold at Tls. 118.50 cash and Tls. 119 for 31st May and close firm. Hongkong & Kowloon Wharf shares are offering at \$57. Lands.—Shanghai Land Investment shares changed hands, and are offering, at Tls. 90. A local sale of Humphreys' Estate and Finance shares is reported at \$8.50. Industrial.—Cotton Mill shares. E-Wos were placed at Tls. 101, Internationals at Tls. 112 and Tls. 113, and Soy Chees at Tls. 520. Yah Loong shares are offering at present quotations. Major Brothers shares changed hands at Tls. 35, and China Flour Mill shares at Tls. 58. It is announced that the International Co. will pay an interim dividend of 3 per cent. on the 30th current, and carry Tls. 30,000 forward. Tugs & Cargo Boats.—Co-operative Cargo Boat shares were sold at Tls. 160. Miscellaneous.—Shanghai-Sumatra Tobacco Co.—Shares were sold at Tls. 86 to Tls. 85 for the 3d current. Shanghai-Langkat Tobacco shares were placed at Tls. 330 for the 30th June, and are offering at Tls. 295 cash. Shanghai Hors Bazaar Co., Ltd.—Shares have been placed at Tls. 7 cum dividend. Hall & Holtz, Ltd.—Shares have been placed at \$42 cum and \$40 ex dividend. Central Stores, Ltd.—Shares have been sold at \$10, and are wanted. Loans.—Debentures.—Shanghai Municipal 5 per cent were sold at Tls. 96, Shanghai Land 5.50 per cent at par, and 5 per cent at Tls. 95, and a large lot of Shanghai and Hongkew Wharf 6 per cent at Tls. 102.

Quotations are:—

BANKS,
Hongkong and Shanghai.—\$366.25.

Bank of China and Japan, defd.—£5,50
Do. ordinary.—Nominal.

National Bank of China, Ltd.—\$18.50.

COTTON MILLS,

Ewo Cotton Spinning & W. Co., Ltd.—Tls. 101.00.
Hongkong Cotton S. W. & D. Co.—30.00.
International Cotton Man. Co., Ltd.—Tls. 110.00.
Laou-kung-mow Cotton Co., Ltd.—Tls. 104.00.
Soy Chee Cotton Spinning Co., Ltd.—Tls. 520.00.

DOCKS, WHARVES, &c.,

Boyd & Co., Ltd., Founders.—Nominal.

Boyd & Co., Limited.—Tls. 197.50.

Hongkong and Kowloon Wharf Company.—\$57.

Hongkong and Whampoa Dock Co., Ltd.—\$45.5.

S. C. Farnham & Co.—Tls. 173.00.

Shanghai Engineering S. & D. Co.—Tls. 75.00.

Shanghai & Hongkew Wharf Co.—Tls. 118.00.

INSURANCES,

Canton Insurance Office, Ltd.—\$137.

China Fire Insurance Co., Ltd.—\$99.

China Traders' Insurance Co., Ltd.—\$65.

Hongkong Fire Insurance Co., Ltd.—\$337.5.

North China Insurance Co., Ltd.—Tls. 198.00.

Straits Insurance Co., Ltd.—\$12.

Union Insurance Society of Canton, Ltd.—\$225.

Yangtze Insurance Assocn., Ltd.—\$134.

LANDS,

Hongkong Land Invest. & A. Co., Ltd.—\$74.

Humphreys Estate and Finance Co., Ltd.—\$84.

Shanghai Land Invest. Co., (fully pd.)—Tls. 90.00.

MINING,

Punjom Mining Co., Ltd.—\$6.25.

Punjom Mining Co., Ltd., pref. shares.—\$1.80.

Raub Australian Gold Mining Co., Ltd.—\$284.

Sheridan Consolidated Co.—Tls. 2.50.

SHIPPING,

China—Mutual preference.—Tls. 60.00.

Do. ordinary, £5 paid.—Tls. 26.

Co-operative Cargo Boat Co.—Tls. 160.00.

Douglas Steamship Co., Ltd.—\$59.

Hongkong, Canton and Macao.—\$27.

Indo-China Steam N. Co., Ltd.—Tls. 45.00.

Shanghai Cargo Boat Co.—Tls. 130.00.

Shanghai Tugboat Co., Ltd.—Tls. 210.00.

Taku Tug & Lighter Co., Ltd.—T. Tls. 110.00.

SUGAR,

China Sugar Refining Co., Ltd.—\$168.

Luzon Sugar Refining Co., Ltd.—\$38.

Perak Sugar Cultivation Co., Ltd.—Tls. 31.00.

MISCELLANEOUS,

American Cigarette Co.—Tls. 94.00.

Central Stores, Ltd.—\$10.

China Flour Mills Co.—Tls. 58.00.

Hall & Holtz, Ltd.—\$42.00.

Llewellyn & Co., J., Limited.—\$60.00.

Major Brothers, Limited.—Tls. 35.00.
Shanghai Feather Cleaning Co.—Tls. 500.00.
Shanghai Gas Co.—Tls. 215.00.
Shanghai Hors Bazaar Co., Ltd.—Tls. 69.00.
Shanghai Ice Company—Tls. 117.00.
Shanghai Langkat Tobacco Co., Ltd.—Tls. 295.00.
Do. New Issue.—Nominal.
Shanghai Rice Mills Co.—Tls. 30.00.
Shanghai Sunatra Tobacco Co.—Tls. 85.00.
Shanghai Waterworks Co., Ltd.—Tls. 30.00.
Watson Co., A. S., Limited.—\$12.

TONNAGE.

HONGKONG, 29th April.—During the past fortnight there has only been a limited demand for tonnage. From Saigon to Hongkong there is scarcely any demand, and the rate is nominally about 35 to 36 cents per picul. Hence to Yokohama the freight has dropped considerably, closing weak at 36 cents per picul; to Kobe no tonnage is required, owing to the large quantity of rice already there, and the godowns being quite full. Bangkok to this port, prompt medium-sized tonnage is wanted at 37½ cents outside, and 42 cents per picul inside the bar. Newchwang to Canton 41 cents has been paid. The coal freights from Japan to Hongkong have advanced to \$2.00 per ton, and further tonnage is wanted at this figure; to Singapore \$2.50 per ton is offered. There is one sailing vessel disengaged in port, registering 1,432 tons.

The following are the settlements:—

Lokang—British steamer, 979 tons, Newchwang to Canton, 41 cents per picul.

Hinsang—British steamer, 1,536 tons, Iloilo to Yokohama and/or Kobe, 50 cents per picul 1 port, 52½ cents 2 ports.

Claverhill—British steamer, 1,829 tons, 2 ports Java to Hongkong, 40 cents per picul.

Donar—German steamer, 1,212 tons, Kuchinotzu to Hongkong, \$2 per ton.

Regina—German steamer, 1,407 tons, Moji or Kuchinotzu to Hongkong, \$2 per ton.

Brindisi—British steamer, 2,266 tons, Moji to Hongkong, \$2 per ton.

Propontis—British steamer, 1,390 tons, Moji to Hongkong, \$2 per ton.

Lombard—British steamer, 1,658 tons, Moji to Hongkong, \$2 per ton.

Decima—German steamer, 1,151 tons, Saigon to Hongkong, 41 cents per picul.

Wutan—German steamer, 1,201 tons, Saigon to Hongkong, 40 cents per picul.

Germania—German steamer, 1,775 tons, Saigon to Hongkong, 38 cents per picul.

Kongbeng—German steamer, 862 tons, Saigon to Hongkong, 38 cents per picul.

Bengloe—British steamer, 1,933 tons, Saigon to Hongkong, 33 cents per picul.

Loyal—German steamer, 1,237 tons, Hongkong to Yokohama, 37 cents per picul.

Frejr—Danish steamer, 416 tons, monthly, 3.3 months, \$2.60 per month.

Activ—Norwegian steamer, 867 tons, monthly, 4/3 months, \$3,400 per month.

VESSELS ON THE BERTH.

For LONDON.—Manila (str.), *Mcnealus* (str.) Antenor (str.), Formosa (str.), Verona (str.). Andalusia (str.).

For SAN FRANCISCO.—China (str.), *Imberhorne Belgic* (str.).

For NEW YORK.—*Leanno* (str.), Queen Margaret (str.), *St. David*.

For VANCOUVER.—*Empress of India* (str.).

For BREMEN.—*Preussen* (str.).

For PORTLAND.—*Braemar* (str.).

For AUSTRALIA.—*Changsha* (str.).

For MARSEILLE.—*Sulazic* (str.).

For VICTORIA.—*Victoria* (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

April— ARRIVALS.
23. Charon, British str., from Bangkok.
23. Yayeyama Maru, Jap. str., from Moji.
23. Chihli, British str., from Canton.
23. Progress, German str., from Canton.
23. Argyll, British str., from Portland, Or.
23. Ariel, Norw. str., from Canton.
23. Thales, British str., from Coast Ports.
23. Teucer, British str., from Swatow.
23. Glaucus, British str., from Shanghai.
23. Sishan, British str., put back.
23. Benlomond, British str., from Saigon.
23. Isix, British str., from Cardiff.
23. St. David, Amr. ship, from Shanghai.
24. Ask, Danish str., from Haiphong.
24. Hailan, French str., from Hoihow.

24. Laog, French str., from Marseilles.
24. Lombard, British str., from Bangkok.
24. Oceana, German str., from Saigon.
24. Palinurus, British str., from Liverpool.
24. Martha, German str., from Saigon.
25. Swatow, German str., from Wuhu.
25. Sullberg, German str., from Canton.
25. Hohenzollern, Ger. str., from Yokohama.
25. Glenearn, British str., from Saigon.
25. Kansu, British str., from Swatow.
25. Kutsang, British str., from Calcutta.
25. Machew, British str., from Bangkok.
25. Prosper, Norwegian str., from Hongay.
25. Kwanglee, Chinese str., from Canton.
25. Clara, German str., from Haiphong.
26. Woosung, British str., from Saigon.
26. Prinz Heinrich, Ger. str., from Shanghai.
26. Peiyang, German str., from Canton.
26. Esmeralda, British str., from Manila.
26. Bellerophon, British str., from Liverpool.
26. Hounslow, British str., from Yokohama.
26. Morven, British str., from Cardiff.
26. Nauyang, German str., from Swatow.
26. Yamashiro Maru, Jap. str., from Nagasaki.
26. Baron Douglas, British str., from Moji.
26. Keelung Maru, Jap. str., from Karatsu.
26. Kweilin, British str., from Swatow.
26. Pyrrhus, British str., from Liverpool.
27. Rosetta, British str., from Yokohama.
27. Edgar, British cruiser, from Chefoo.
27. Rainbow, British cruiser, from Chefoo.
27. Danta, German str., from Saigon.
27. Fushun, Chinese str., from Shanghai.
27. Hanoi, French str., from Haiphong.
27. Takao Maru, Jap. str., from Moji.
27. Tamba Maru, Jap. str., from Shimoneseki.
27. Tancarville, British str., from Sumatra.
27. Taicheong, German str., from Saigon.
28. Triumph, German str., from Pakhoi.
28. Frejr, Danish str., from Pakhoi.
28. Lennox, British str., from Shanghai.
28. Haitan, British str., from Coast Ports.
28. Glenogle, British str., from London.
28. Activ, Norwegian str., from Taku.
28. Kagoshima Maru, Jap. str., from Kobe.
28. Saint Ninian, British str., from New York.
28. Bengal, British str., from Bombay.
28. Devawongse, British str., from Swatow.
28. Ingrabau, German str., from Saigon.
28. Kaifong, British str., from Newchwang.
28. Verona, British str., from Shanghai.
28. Siam, British str., from Bangkok.
29. Sabine Rickmers, German str., from Amoy.
29. Swatow, German str., from Canton.
29. Formosa, British str., from Tamsui.
29. Wiusang, British str., from Shanghai.
29. Aldershot, British str., from Iloilo.
29. Benlawers, British str., from Singapore.

April— DEPARTURES.

23. Glenarney, British str., for Shanghai.
23. Ernest Simons, French str., for Europe.
23. Chibli, British str., for Saigon.
23. Chiyuen, Chinese str., for Shanghai.
23. Onsang, British str., for Sourabaya.
23. Propontis, British str., for Kobe.
23. Wosang, British str., for Hongay.
24. Cheangchew, British str., for Amoy.
24. Else, German str., for Bangkok.
24. Fooksang, British str., for Yokohama.
24. Haimun, British str., for Swatow.
24. Hansa, German str., for Saigon.
24. Laos, French str., for Shanghai.
24. Mathilde, German str., for Hoihow.
24. Merionethshire, British str., for Nagasaki.
24. Progress, German str., for Chefoo.
24. Boston, Amr. cruiser, for Mire Bay.
24. Concord, Amr. cruiser, for Mire Bay.
24. McCulloch, Amr. gunboat, for Mire Bay.
24. Petrel, Amr. gbt., for Mire Bay.
24. Nanshan, Amr. str., for Guam.
24. Zafiro, Amr. str., for Saigon.
25. Amara, British str., for Saigon.
25. Chwnshan, British str., for Nagasaki.
25. Baltimore, Amr. cruiser, for Mire Bay.
25. Olympia, Amr. flagship, for Mire Bay.
25. Raleigh, Amr. cruiser, for Mire Bay.
25. Kaiserin Augusta, German cruiser, for Kiaochau.
25. Bellona, German str., for Yokohama.
25. Devawongse, British str., for Bangkok.
25. Glaucus, British str., for London.
25. Tencer, British str., for London.
25. Yayeyama Maru, Jap. str., for Moji.
26. Sullberg, German str., for Chefoo.
26. Kongalf, Norwegian str., for Bangkok.
26. Swatow, German str., for Canton.
26. Hongkong, French str., for Haiphong.

26, Omi Maru, Jap. str., for Nagasaki.
 26, P. C. C. Klae, British str., for Bangkok.
 26, Thales, British str., for Swatow.
 26, Wally, German str., for Hamburg.
 26, Ariel, Norwegian str., for Chefoo.
 26, Cerberus, British str., for Bangkok.
 26, Lightning, British str., for Calcutta.
 26, Woosung, British str., for Kobe.
 27, Decima, German str., for Saigon.
 27, Guthrie, British str., for Australia.
 27, Empress of India, British str., for Vancouver.
 27, Prinz Heinrich, German str., for Europe.
 27, Rio, German str., for Saigon.
 27, Ask, Danish str., for Hoihow.
 27, Kwanglee, Chinese str., for Shanghai.
 27, Kweiyang, British str., for Canton.
 27, Kweilin, British str., for Kebao.
 27, Peiyang, German str., for Shanghai.
 27, Prosper, Norw. str., for P. Wallut.
 28, Kansu, British str., for Tamsui.
 28, Clara, German str., for Hoihow.
 28, Fushun, Chinese str., for Canton.
 28, Argyll, British str., for Portland (Or.).
 28, Keelung Maru, Jap. str., for Saigon.
 28, Palinurus, British str., for Shanghai.
 28, Tamba Maru, Jap. str., for Singapore.
 29, Hailan, French str., for Hoihow.
 29, Pyrrhus, British str., for Shanghai.
 29, Yayeyama Maru, Jap. str., for Kobe.
 29, Saint Ninian, British str., for Shanghai.
 29, Oamfa, British str., for Moji.
 29, Esmeralda, British str., for Manila.
 29, Chingtu, British str., for Kobe.
 29, Nanyang, German str., for Swatow.
 29, Bengal, British str., for Shanghai.
 29, Benlomond, British str., for Saigon.
 29, Kaifong, British str., for Canton.
 29, Machew, British str., for Bangkok.
 29, Tancarville, Brit. str., for Paukalan.
 29, Yamashiro Maru, Jap. str., for Australia.
 29, Wingsang, British str., for Canton.

PASSENGER LIST.

ARRIVED.

Per *China*, from San Francisco, &c., Mrs. L. A. Beach, Mrs. N. E. Irwin, Mrs. S. S. Freeman, Messrs. M. M. Essabhooy and son, H. D. Hawkes, H. Sutherland and J. L. Stickney, Capt. B. P. Lamberton, Mr. and Mrs. S. B. McNear, Misses E. Halstead and Irwin, and 203 Chinese.

Per *Omi Maru*, from Melbourne for Hongkong, Messrs. C. Spicer and H. Stewart, Mr. and Mrs. H. J. McMahon, Messrs. Ah Hoon and Pun Lung, Miss G. Smithson, Mr. and Mrs. Geo. H. Rhodes, Capt. and Mrs. V. W. Hall, Mr. and Mrs. D. S. Thistlethwayte.

Per *Ernest Simons*, for Hongkong from Yokohama, Mr. Rama Revo; from Kobe, Messrs. H. S. Wynne and Marques; from Nagasaki, Mr. and Miss Caumachi, and Mr. Kohn; from Shanghai, Messrs. M. S. Perry, Le Roux, MacEwen, Gandu, J. W. Brough, Reny, and Kivan Yo Chin; for Saigon from Yokohama, Mr. Aubert, Miss de la Richaudy, Messrs. Leydet and Bal, and Madame S. Comte; from Shanghai, Messrs. R. Edwards, Dalvy, Tesnieres, and Veisler; for Singapore from Kobe, Mr. Fugita; from Shanghai, Mr. Graut and 3 children; for Batavia from Yokohama, Mr. Sane Bisusteni; for Colombo from Yokohama, Mr. C. J. Keep; from Nagasaki, Mr. and Mrs. Teodorowitch and 2 infants, Messrs. Basmahmet, Abdul Lewiff, and Abdoula Soldoni; for Port Said from Nagasaki, Messrs. Rojdestevensky, Troussow, Regoulia, Rimsky Korsakoff, and Chadinoff; from Shanghai, H. E. and Mrs. M. de Speyer and daughter, Messrs. Schein, N. A. Popoff, and H. Tabbah; for Marceilles from Yokohama, Consul Chevalier de Wacpenaert, Messrs. Isaacs, Colomb. Mr. and Mrs. Jules Boitelle, Messrs. A. Huriaux and N. Bricteux; from Shanghai, Mrs. Chollot and 3 children, Messrs. Pindham, Jonenne, Mrs. Bard and 4 children, Messrs. S. Fukumoto, Bruguiere, Tsang, Andreini, Mr. and Mrs. O. Shuffenhauer, Messrs. Thevenet, Thomas Cubhan, and Mrs. Ramaasse.

Per *Thales*, from Coast Ports, Mr. Begly and Mrs. Gatouching.

Per *Hailan*, from Hoihow, Mr. and Mrs. Hill.

Per *Laos*, for Hongkong from Marseilles, Mr. J. Hutchinson; from Bombay, Mr. E. V. Robinson; from Colombo, Messrs. Henderson, Little, Gibbs, and Pitblade; from Singapore, Mr. and Mrs. Whitley, Messrs. Peter, Rob. Borthwitz, Pears, Mr. and Mrs. Francis Mitchell, Messrs. Hall, Wong Wing, Kom Tik, Leong Kuan, Loh Heng, Mackenzie and Fellows; from Saigon,

Mr. Krakow; for Shanghai from Marseilles, Messrs. F. Pumfret, Kao Eurih Kien, Butler, Mr. and Mrs. Faraga, Mr. and Mrs. Lenox Simpson and 3 children, Mr. and Mrs. Ostanin, Messrs. Denisoff, Doyere, Maligne, D. Lirke, Mr. and Mrs. Petit; from Singapore, Messrs. F. J. Paroth and Bogliano; from Saigon, Mr. Michelson; for Nagasaki from Marseilles, Mr. Kramfus, and Mrs. Kato; for Kobe from Marseilles, Messrs. A. Reappli, Thomas, and Ab. Boute; from Singapore, Mrs. Ichi, Mrs. Osuma, Mr. Yoshida, Mr. and Mrs. Sarto and infant; from Saigon, Mr. Hai Ken You; for Yokohama from Marseilles, Messrs. H. Nagasca, N. Kobatake, Kunhmun, Hunguet, and Pofferia; from Bombay, Mr. Dada Sahel Gaikowar, Princes Talley Sing Kao, Jaising Kao and Chevafee Kao, Messrs. Hansa Sahel Gatge and Gouverness, Princess Indea Raja, Prince Dairyasele Gaikowar, Mr. and Mrs. French, Dr. Gajahare, Mr. Sahel Gaikowar, and Mr. Solumkerao; from Colombo, Messrs. Daniloff and Sindada; from Singapore, Mr. and Mrs. Plugger, Rev. R. P. Menengriol, Messrs. Oveido and Isuzeki; from Saigon, Messrs. Levy, Ange, and Lays, Mr. and Mrs. Herrings.

Per *Hohenzollern*, from Yokohama, Messrs. G. Friesland, Hornby, Ladies, J. Kienle, H. Jertruno, H. Kohloust, van Brambeck, Tierin, Mohokovely, Hoberg, Murin, Bogcehanow, Walskaja, Wesenjewa and Osmolousky, Dr. and Mrs. Kynsey and maid, Mr. and Mrs. Schilin, Mrs. Ravoth, Mrs. Choriaenow, Mrs. Lesinsky, Rev. Williams and family, Lieut. von Schwart and Lieut. Georguvetch.

Per *Kutsang*, from Calcutta, &c., Capt. Hamilton, Mr. Kennedy, Dr. Scovell, Mr. Swesdie, Mrs. Morrow and 2 children, and Mrs. Baldwin.

Per *Machew*, from Bangkok, Mr. and Mrs. Brockman and children, Mr. and Mrs. Finch and child.

Per *Prinz Heinrich*, from Shanghai, Messrs. G. Galles, F. Sylvester, Newmann, Menmford, A. Fuchs and family.

Per *Esmeralda*, from Manila, Mrs. Carmen Pagares De Agustin, Mr. W. F. Williams (U.S. Consul), Messrs. F. Stuart Jones, Carlos Sackerman, G. W. Tindall, R. W. Wright, J. J. Collins, H. Marten and Dr. T. Sangen, and 169 Chinese.

Per *Tamba Maru*, from Shimonoseki, Mrs. Nobles and 3 children.

Per *Rosetta*, from Yokohama for Hongkong, Mr. J. J. Dunne; for Bombay, Messrs. M. K. and F. K. Tarapuruwala; from Kobe for Hongkong, Mr. Man Yok Tong; for Bombay, Mrs. Wilson and 3 children; for London, Mr. E. Buxton Forman; from Nagasaki for Hongkong, Mr. Wongang.

Per *Haitan*, from Coast Ports, Mr. C. B. Rickett, Mrs. Bathgate, Messrs. Matsushito, T. C. Chung and family, and Mr. F. W. Watts.

Per *Bengal*, for Hongkong from London, Mrs. Angus, Mr. W. H. Wallace, Mr. and Mrs. Wakefield; from Bombay, Mr. C. R. Bishop, from Colombo, Capt. R. M. Stuart Wortley, Mr. G. S. Beebe, Mr. and Mrs. Grainger, Mr. Mock Tai; from Singapore, Messrs. H. M. Abba and Lewis S. Etzel; for Shanghai from London, Dr. R. Smith, Mr. Macdonald, Mr. and Mrs. Pearce, and infant, Mr. and Mrs. Schroder and infant, Mr. and Mrs. Pierce and infant, Mr. J. Adamson, Mrs. Horricks and infant, Master V. H. Browne, and Miss Taylor; from B. mby, Mr. Y. Yatsne; from Colombo, Mr. Merschafm; for Yokohama from London, Messrs. C. Hayes, C. Campbell, J. Hart, G. B. Clark, Misses Hogg (2), and Mr. G. Mudge; from Gibraltar, Mr. W. F. Mark; from Brindisi, Mr. C. G. Carozzi; from Bombay, Mrs. R. Redding; from Colombo, Mr. W. R. Roberts; from Singapore, S. Col. Ross, Capt. Lock, Messrs. R. H. Zairtz, H. C. Field, Gold, and E. R. Hunt.

Per *Verona*, from Shanghai for Hongkong, Mr. Silverthorn, Major Close, R.A., Lieut. Maclean, U.S.N., Sergt. Josnold, and Mr. Shilito; for Brindisi, Messrs. W. Reiber, J. W. Tratman; for London, Mr. G. Jamieson, C.M.G., Misses Jamieson (2), Messrs. F. W. Heald, G. Stanbury, Rev. and Mrs. Hunt, child and infant, Mr. W. G. Harling, and Mrs. Smith; from Yokohama for London, Mrs. Dare, and Masters Dare (3).

DEPARTED.

Per *Ernest Simons*, from Hongkong for Saigon, Messrs. Prisse, Shaw, Gergesson, Sime, Chillard, Chen, Bruin, and Nelson; for Singa-

pore, Lieut. F. G. Hendley, Messrs. C. E. Spicer and A. E. Stanford; for Marseilles, Messrs. M. Alsberg, H. M. Castilho, Mr. and Mrs. P. Haas and child, Messrs. Gomes, Joaquim, Victorino, Machado, Pinto, Basto, Feijo and Polonio.

Per *Laos*, from Hongkong for Shanghai, Messrs. W. Waechter, H. R. Stewart, E. Eardley Wilmont, F. P. Whiton Stuart, F. Billings, Misses Faith Box, L. M. M., and E. Billings (3), Mrs. Billings, Mr. and Mrs. C. S. Addis and 2 infants, Messrs. J. Thomas, M. Rowlinson, J. W. Brough, Antoine, Francois, Athanasi, Rev. Darroch, and Mrs. L. Sanchez; for Kobe, Mr. A. Jonhoff; for Yokohama, Mr. A. Rombach, Mrs. Ester Tenenbon.

Per *Omi Maru*, for Japan Ports, Miss Smithson, Mr. and Mrs. Rhodes, Mr. and Mrs. Thislewayte, Capt. and Mrs. Hall, Mr. and Mrs. Watson and child, Mrs. Richards, and Mr. La Rue.

Per *Thales*, for Foochow, Mr. G. Balloch.

Per *Prinz Heinrich*, from Hongkong for Singapore, Messrs. N. Fernandez and H. R. Hunter; for Deli, Mr. Braambeck; for Genoa, Consul and Mrs. von Loeper Kaiserlich, Mr. and Mrs. Gustav Degener Boening and two children, Messrs. Keller Stucke, W. von Uffel, Capt. Hemmet, Messrs. J. R. Crook, J. Sidor Silbermann, Eckert and C. Cuntz; for Southampton, Mr. and Mrs. F. G. Collins and 2 children, Mrs. Francis Clark and daughter, Mr. and Mrs. W. Malcolm Watson, Miss Bella Henderson, Messrs. F. F. Powell, A. Harkin and W. C. Begleg; for Bremen, Messrs. Kristensen, E. Weiss, J. Rump, Oppel, J. Beng, Micke, Mr. and Mrs. Schweiger and baby; from Japan for Genoa, Mr. J. Kienle, and Mrs. Dr. Ravoth; for Southampton, Dr. and Mrs. Kynsey, Mr. James Hornby and daughter, Mrs. J. Williams and 2 children; for Port Said, Lieuts. von Schwarz and Georgewitch, Messrs. Tierin and C. Mohokovitz, from Kobe for Singapore, Mr. Koinski; for Bremen, Mr. H. Kohlyust; from Nagasaki for Deli, Mrs. O. Sang, Mrs. Toldjee; for Port Said, Messrs. H. Hoberg, P. Murm, W. Borgilhanow, W. Walskaga, N. Wesenjewa, Mrs. A. Chorainow, Mr. and Mrs. T. G. Schilin, Mr. Posmolowsky, and Mrs. W. Sesinsky; from Shanghai for Singapore, Mr. F. L. Loveland; for Suez, Mr. M. Koenig; for Genoa, Mr. O. Ritter von Soest, Capt.-Lieut. Meurer, Mrs. G. Galles and children, Miss Beunett, Messrs. Krause, R. Kerndt, M. B. W. Wunean, G. Ritter, and R. Geny; for Southampton, Mrs. J. C. Bois and children; for London, Mrs. Wallas and children, Messrs. W. McIntosh, F. B. Simpson, Mrs. Land and children, Messrs. O. Schricht, John Booth, Mr. and Mrs. Grant and children, Mrs. Way and children, and Mrs. Ash.

Per *Empress of India*, for Shanghai, Mrs. Poate's child, Mr. and Mrs. G. C. Master, Misses Master (2), Mr. and Mrs. J. J. Bell-Irving, Dr. and Mrs. L. Hill, Dr. J. Sanger, Messrs. R. S. Judah, Johansen, and H. W. Lapsley; for Kobe, Rev. Williams, Messrs. W. G. Waggon, Thwing, and J. J. Collins; for Yokohama, Mr. J. H. Droeze and child, Miss Danby, Mrs. Poate, Mr. and Mrs. C. D. Wilkinson, Master Wilkinson, Mr. and Mrs. Brockmann and child, Mr. and Mrs. Meier and child, Mr. E. C. Ray, Lt.-Col. and Mrs. Whitley, Misses K. and B. Jackson, Messrs. T. and T. D. Jackson; for Vancouver, Dr. and Mrs. Machle and 4 children, and Mrs. Thwing and infant; for New York, Messrs. E. R. L. Henderson and R. Little; for New York from Yokohama, Mr. S. W. Cartwright; for London, Mr. and Mrs. H. J. McMahon, Miss Hill, Messrs. J. Charles, R. Willis, L. Pitblado, J. W. Tweedie, W. Kennedy, R. H. Wright, E. C. Wilton, Stuart Jones, Dr. A. Seovell, Mr. and Mrs. F. J. Mitchell; for London from Shanghai, Mr. J. E. Swinton; for London from Yokohama, Mr. A. S. Hay, Miss Hay, Mr. and Mrs. Forsyth, Mr. and Mrs. Gautier and child, Mr. H. Martin, Miss Martin, Mr. and Mrs. J. Bennett, Mr. and Mrs. P. Wood, Mr. and Mrs. C. Goode, Mr. and Mrs. C. Taylor, and Mr. Taylor; for Liverpool, Mr. J. D. Avid; for Glasgow, Messrs. A. Scott Brown, Jas. Hope, F. Henderson, and J. G. Gilchrist; for Amsterdam, Mr. B. Neuenhuyse; for Paris, Mr. F. Doré.